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AGENDA/MIN

OPERATION & WORKS COMMITTEE MG.O

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OFFICIAL PLAN REVIEW

LOCATION LABEL



-98080105-

CITY OF MISSISSAUGA
RETURN TO CENTRAL RECORDS
BOX LABEL



-V01317-

MARCH 23, 1987

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

MONDAY, MARCH 23, 1987, 2:00 P.M.

HEARING ROOM - SECOND FLOOR - CIVIC CENTRE

Members: Councillor H. Kennedy
Councillor F. McKechnie
Councillor D. Culham (Chairman)
Councillor D. Cook
Councillor S. Mahoney
Councillor T. Southorn
Mayor H. McCallion (Ex-Officio)

Prepared by: Linda Mailer, Clerk's Department
Date: March 18, 1987

Committee Members are requested to contact the appropriate Department Heads prior to the meeting if greater explanation or detail is required with regard to any item on this agenda.

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CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

MARCH 23, 1987

DEPUTATIONS - 2:00 P.M.

- A. (i) Mr. G. Swinkin, Solicitor representing Emilio Pucci
(ii) Mr. N. Satschko, Westwood Billiards
L.02.01
SEE ITEM 1

- B. Mr. G. Kizoff, Tenure Investments Ltd.
A.00.03.03
T-86029
SEE ITEM 32

MATTERS FOR CONSIDERATION:

1. Report dated February 17, 1987, from the Commissioner of Engineering and Works in response to a request on behalf of Emilio Pucci that By-law 22-79, as amended, Schedule 6 (Section 2) as it relates to hours of operation of Mr. Emilio Pucci to operate his three (3) businesses on a twenty-four (24) basis located at 7195 Torbram Road, 1310 Dundas St. E., 2500 Hurontario Street.
- Section 2 of Schedule 6 of By-law 22-78, as amended states:
- "A person licensed under this by-law and this schedule shall not open the room, house, place or premises in which any billiard table, pool table or any like table is kept or permit any person to use any such table between the hours of 12:01 a.m. and 12:00 p.m. of each Sunday between the hours of 1:00 a.m. and 8:00 a.m. of each Monday to Saturday inclusive."

There are ten (10) other billiard and pool halls in operation within the City of Mississauga, which operate within the By-law requirements. Two (2) of these locations are in Adult Entertainment establishments and two (2) are in industrial zones set apart from residential areas. As the remainder of billiard and pool halls are located in commercial/industrial premises adjacent to residential zones and generate occasional complaints from area residents, we anticipate that the twenty-four (24) hour operation will generate additional complaints from the area residents.

RECOMMENDATION:

That the request by Mr. Emilio Pucci, through his agent Mr. Gregory H. Dell to amend By-law 22-78, as amended, Schedule 6 (Section 2), to permit the twenty-four (24) operation of billiard and pool halls, be denied.

The following persons will appear before the Committee regarding this matter:

- (ii) Mr. G. Swinkin, Solicitor representing Mr. Emilio Pucci
- (ii) Mr. N. Satschko, Westwood Billiards

L.02.01

2. Report dated February 17, 1987, from the Commissioner of Engineering and Works in response to a petition from the residents in the Dunwin Drive/Mainroyal Street area regarding the following problems:

1. dust pollution and fumes from Fibrecraft Canada
2. Noise from the Post Office
3. Post Office workers using private property for short cuts
4. Vandalism and burglaries.

Staff have investigated various complaints as outlined in the petition and the Post Office has been contacted with respect to noise and the Post Office has reduced the noise from their offices. Further, the Post Office has indicated that their staff have been instructed not to trespass over adjoining properties.

Superintendent K. Cider of Peel Regional Police has advised us that Dunwin Avenue and Mainroyal Street area "is deemed to be a low crime area with a below average number of incidents of vandalism and burglaries".

Staff have contact Mr. G. Nelson from the Ministry of the Environment with respect to pollution from Fibrecraft Canada and we are awaiting their report on this matter.

The debris problem that existed has been cleared up to this Department's satisfaction.

Staff are continuing to monitor the situation in the Dunwin Drive/Mainroyal Street area and take the appropriate action as required.

RECOMMENDATION:

That the report dated February 17, 1987 from the Commissioner of Engineering & Works, concerning a petition received from the residents in the Dunwin Drive/Mainroyal Street area be received.

L.07.01

RECOMMEND ADOPTION

3. Report dated February 18, 1987, from the Commissioner of Engineering and Works in response to a concern from The Rice Group about the Animal Control By-law which currently allows 4 animals in any one dwelling unit. They want the Animal Control By-law to be amended to prohibit animals in apartments.

The Rice Group of Companies have written to us in the past, requesting our assistance in reducing the number of animals kept in their apartments, however, it is essentially a landlord and tenant matter.

The Animal Control by-law generally restricts the types of animals that can be kept and prohibits the keeping of any more than four animals in any one dwelling. Whether or not a landlord will permit the keeping of animals in an apartment building is a matter between the landlord and the tenant. Further more, By-law Enforcement Officers cannot enter the dwelling units without the tenant's permission, and therefore enforcement would be difficult, if not impossible.

The Rice Group indicated in their letter that one of their tenants had 10 animals in their apartments. The tenant was charged by By-law Enforcement for having more than 4 animals in the dwelling unit, pursuant to the Animal Control By-law. On October 9, 1986, a trial was held and the tenant was found guilty and a fine of \$300 or 15 days in jail was levied with respect to the keeping of more than 4 animals.

RECOMMENDATION:

That no amendments be made to the Animal Control By-law with respect to the keeping of animals in apartments.

L.07.04.01

RECOMMEND ADOPTION

4. Report dated March 3, 1987, from the Commissioner of Engineering and Works regarding the deletion of emergency access/concrete walkway, Block 55, Plan 43M-662 and deletion of a sidewalk along the Chesbro Court frontage of lots 38 to 48, Plan 43M-662, Oak Glen Manors Subdivision located on Mississauga Road south of Dundas Street West.

In accordance with the requirements of the Servicing Agreement for the subject development, Venchiarutti Construction Limited was required to dedicate Block 55, Plan 43M-662 to the City of Mississauga and construct therein a 4.6 metre (15 foot) concrete emergency access/walkway linking Chesbro Court with Mississauga Road. The developer was also required to construct a sidewalk along one side of Chesbro Court, lots 38 to 48 inclusive.

The developer has made a request to close this emergency route/walkway citing that the prime reason for its implementation was to provide a secondary emergency access to the development which otherwise has only a single access i.e. Glen Oaks Boulevard off Mississauga Road. This matter has been reviewed with the Fire Department who have indicated that they have no objection to the developer's request to delete the emergency access/walkway.

The developer has also requested that lands designated for the emergency access/walkway, Block 55, Plan 43M-662, be deeded to Venchiarutti Construction Limited or its designate with the intention that it be combined with external lands north of Plan M-662 to create four residential lots all having frontage on Chesbro Court. This will obviate the necessity for any of the external lands to have access directly onto Mississauga Road where site distances are currently considered unsafe. As a condition of the City deeding Block 55 back to Venchiarutti Construction Limited Venchiarutti will withdraw its appeal to the Land Division Committee with respect to Files No. C.A.'B' 189-191/86-M. Venchiarutti Construction Limited has obtained consents from all of the owners within Plan M-662 with respect to the deletion of the emergency access/walkway and has provided the Ward Councillor with the appropriate documentation in this regard. This Department has no objection to the proposal to deed Block 55 back to the developer, however, an easement is to be retained over the entire block in favour of the City and Region to accommodate the existing storm and sanitary sewers located therein.

Finally, in consideration of the deletion of the emergency access route/walkway the developer has also requested that the City delete the requirement for the construction of a sidewalk along the Chesbro Court, lots 38 to 48, Plan 43M-662. In support of this request the developer has provided acknowledgements from the lot owners affected by the deletion in the cul-de-sac area. The balance of the lots in the cul-de-sac area are owned by Venchiarutti Construction Limited. The request to delete the sidewalk on Chesbro Court and Glen Oaks Boulevard is acceptable to the Engineering Department as it is in conformity with current sidewalk policy.

RECOMMENDATION:

- (a) That notwithstanding the requirements of the Servicing Agreement for Venchiarutti Construction Limited, Plan 43M-662, located on Mississauga Road south of Dundas Street West, the developer be advised that the requirement for the construction of the 4.6 metre (15 foot) concrete emergency access/walkway be waived and that Block 55 be deeded back to Venchiarutti Construction Limited on condition that Venchiarutti withdraw its appeal of Land Division applications 'B' 189-191/86-M and that Blocks 55 and 54 be combined with the external lands north of Plan 43M-662 to create four residential lots all having frontage on Chesbro Court with no access to Mississauga Road.
- (b) That notwithstanding the requirements of the Servicing Agreement for Venchiarutti Construction Limited, Plan 43M-662, the developer be advised that the requirement for the construction of a 1.5 metre (5 feet) sidewalk along Chesbro Court, lots 38 to 48 inclusive of that plan be waived.

B.07.86189

RECOMMEND ADOPTION

5. Report dated March 3, 1987, from the Commissioner of Engineering and Works regarding an amendment to Schedule 'C' Subsection II (a)(3) of the Engineering Agreement for the Walden Spinney community, Plan 43R-6545, OZ/31/66, reducing the minimum 25-foot setback for structures adjacent to the Sheridan Creek, with respect to the proposed underground parking structure for the Sheridan Club Condominiums, 1271 Walden Circle, S.P. 22-86, located north of Lakeshore Road and east of Southdown Road.

In accordance with the requirements of the Engineering Agreement for the subject development, the minimum setback for structures adjacent to the Sheridan Creek was established to be 25 feet from the existing top of bank. Napev Construction Limited has submitted a proposal to construct a 12-storey condominium building at 1271 Walden Circle and has obtained approval from the Committee of Adjustment (Reference C.A. 'A' 551/86-M) for a minimum setback from the underground parking structure to the westerly property limit of 1.5 metres (5 feet). The resultant setback of the underground parking structure from the surveyed top of bank of the Sheridan Creek varies from approximately 14 feet to 22 feet which is less than the minimum of 25 feet as specified in the Engineering Agreement.

March 23, 1987

As a condition of the Committee of Adjustment approval of application C.A.A. 551/86-M the applicant was required to submit a Slopes Stability Report for approval by the City and the Credit Valley Conservation Authority. A Slopes Stability Report dated October 2, 1986, by Sarafinchin Associates Limited indicates that the existing bank adjacent to the proposed development will remain stable at the present slope of approximately 3 horizontal to 1 vertical provided that the following conditions are adhered to:

1. That construction disturbance is minimized.
2. That no surcharge loads are placed near the banks.
3. That surface water run-off is diverted away from the banks.
4. That vegetation is planted and maintained, and a provision is made for localized stone blankets and/or gabion baskets to reduce the possible toe erosion and scour as and where required.

RECOMMENDATION:

That notwithstanding the requirements of the Engineering Agreement dated July 6, 1976, for the Walden Spinney development, Plan 43R-6545, OZ/31/66, located north of Lakeshore Road West and east of Southdown Road, the developer be advised that the minimum 25-foot setback for the proposed structure at 1271 Walden Circle from the surveyed top of bank of the Sheridan Creek be waived, subject to the following criteria:

- (a) All of the recommendations of the Soils Report dated October 2, 1986, by Sarafinchin Associates Limited be incorporated on the certified grading plan for 1271 Walden Circle to the satisfaction of the Commissioner of Engineering and Works and the Credit Valley Conservation Authority.
- (b) That the building permit applicant be required to provide the City with a cash deposit or Letter of Credit in an amount satisfactory to the Commissioner of Engineering and Works to guarantee the implementation of the recommendations contained in the Slopes Stability Report dated October 2, 1986, by Sarafinchin Associates Limited.

OZ/31/66
C.01.03

RECOMMEND ADOPTION

6. Report dated February 17, 1987, from the Commissioner of Engineering and Works regarding an extension of construction schedule completion dates as set out in Addendum No. 1 of the Engineering Agreement for the municipal services in N.H.D. Developments Industrial Subdivision, Plan M-346, located south of Derry Road East and west of Dixie Road.

Under the terms of the Engineering Agreement, N.H.D. Developments Industrial was required to complete construction of municipal services by October of 1984. It was not practical for the developer to complete the top course asphalt, sidewalks and boulevard sodding because all the lots had not been constructed on.

The Engineering and Works Department has received a revised Addendum No. 1 of the Engineering Agreement from the developer setting out a final completion date for all municipal services of October 31, 1987.

The Letter of Credit presently valued at \$115,437.00 is sufficient security to ensure that all outstanding services will be completed in accordance with the new schedule dates.

RECOMMENDATION:

That the City Clerk be authorized to incorporate the revised Addendum No. 1 into the Engineering Agreement for Plan M-346 setting out a new completion date of October 31, 1987 for the construction of all engineering works in N.H.D. Developments Limited Industrial Subdivision (located south of Derry Road East and west of Dixie Road).

B.06.346.02

RECOMMEND ADOPTION

7. Report dated February 19, 1987, from the Commissioner of Engineering and Works regarding an extension of the scheduled completion dates as set out in Schedule F-1 of the Servicing Agreement for the construction of municipal works in the Lakeview Traders Subdivision, Plan 43M-586 located south of Eglinton Avenue East and west of Highway #403.

Under the terms of the Servicing Agreement, the developer was required to complete the construction of the sidewalks, curb and gutter and boulevard sodding on or before September 30, 1986 and to complete the fencing along Eglinton Avenue on or before August 31, 1985. It was not practical to conform to this deadline due to the volume of building construction which has occurred over the past two years.

The Engineering and Works Department has received a revised Schedule F-1 of the Servicing Agreement setting out the completion of the sidewalks, curb and gutter, boulevard sodding and the fencing along Eglinton Avenue on or before June 30, 1987.

The Letter of Credit presently valued at \$541,832.50 is sufficient to ensure that all remaining works will be completed in accordance with the new scheduled dates.

RECOMMENDATION:

That the City Clerk be authorized to incorporate the revised Schedule F-1 into the Servicing Agreement for Plan 43M-586, setting out a new completion date of June 30, 1987 for the construction of the sidewalks, curb and gutter, boulevard sodding and the fencing along Eglinton Avenue in the Lakeview Traders Subdivision (located south of Eglinton Avenue East and west of Highway #403).

B.06.586.02

RECOMMEND ADOPTION

8. Report dated February 24, 1987, from the Commissioner of Engineering and Works with respect to a draw on the developer's securities for the repair of retaining walls in the Walden Spinney Development, Plan 43R-6545, Plan 43R-10837, located north of Lakeshore Road and east of Southdown Road.

Under the terms of the Development Agreements, the developer was required to complete certain landscaping works which included the construction of timber retaining walls adjacent to the east leg of Walden Circle at Lakeshore Road. Recent site inspections conducted have revealed that several timbers and tie backs have rotted causing structural integrity of the wall to be undermined. Letters dated November 14, 1986 and December 24, 1986 have been sent to the developer requesting that the required repairs to restore these retaining walls to a structurally sound condition. No response has been received to date.

RECOMMENDATION:

- (a) That with respect to The New Peel Development Corporation, Walden Spinney Subdivision, Plans 43R-6545 and 43R-10836, the Commissioner of Engineering and Works be authorized to engage an independent engineering consultant to determine the extent of repairs/reconstruction required to restore the existing retaining wall adjacent to the east leg of Walden Circle at Lakeshore Road to a structurally sound and certifiable condition.
- (b) That based on the findings of the consulting engineer pursuant to recommendation (a), the Commissioner of Engineering and Works submit a further report to the Operations and Works Committee recommending a proposal and a cost estimate for the required repairs to the retaining walls.

- (c) That all expenses incurred by the City pursuant to recommendations (a) and (b) be drawn from the developer's securities currently valued at \$549,520.00.

B.05.173.02

RECOMMEND ADOPTION

9. Report dated March 3, 1987, from the Commissioner of Engineering and Works regarding a draw on the developer's securities for the completion of municipal works in the Phedora Industrial Subdivision, Plan 43R-5634, C.A. 'B' 42-53/77-M, located south of The Queen Elizabeth Way and west of Southdown Road.

In accordance with the requirements of Schedule 'E' of the Engineering Agreement for the subject development, the developer is required to construct certain storm sewer, sanitary sewer, watermain and roadworks to the satisfaction of the City and the Region. To date the developer has completed the required underground works and roadworks to base course of asphalt. Certain deficiencies are required to be rectified prior to the issuance of the final approvals for the underground works and an extensive list of repairs and placement of top course asphalt is required to complete the aboveground works.

In a letter dated December 19, 1986, this Department requested that the developer commit to the completion of the required repairs and remaining aboveground works on/or before the end of January, 1987; however, not response has been received to date.

RECOMMENDATION:

- (a) That with respect to Phedora Industrial Subdivision, Plan 43R-5634, C.A. 'B' 44-53/77-M, located south of The Queen Elizabeth Way and west of Southdown Road, the City Treasurer be directed to draw on the full value of the Letter of Credit (current value \$94,750.00) securing the Engineering Agreement and deposit these funds in the subdivision repairs account P.N. 17 111 86157.
- (b) That the Commissioner of Engineering and Works be authorized to complete the required repairs and outstanding municipal works in accordance with the requirements of the Engineering Agreement for Phedora Industrial subdivision, Plan 43R-5634, C.A. 'B' 44-54/77-M, utilizing funds drawn from the developers' Letters of Credit pursuant to recommendation (a).

- (c) That the Commissioner of Engineering and Works be authorized to retain the firm of F. J. Reinders and Associates, being the consulting engineers of record for Phedora Industrial Subdivision, to prepare cost estimates and supervise construction of the outstanding municipal works pursuant to recommendation (b).

B.08.01

RECOMMEND ADOPTION

10.

Report dated March 2, 1987, from the Commissioner of Engineering and Works regarding requests for Allocations of Supplementary Subsidy for Traffic Control Signals and the Central Traffic Control System - 1987. The attached MR-A-15 and MR-A-16 Forms indicate both the proposed Traffic Control Signal Program and Central Traffic Control System expenditures for 1987. The total estimated costs for subsidizable expenditures on the traffic control signals is \$228,980.00 based on carry-overs from the 1986 program and for the new traffic control signalizations proposed for 1987. These figures include seven percent for overhead. The requested subsidy is \$114,990.00. The total estimated City of Mississauga expenditure in 1987 for the Central Traffic Control System is \$140,715.00 including seven percent overhead. The requested subsidy is \$70,357.00.

RECOMMENDATION:

- (a) That the attached MR-A-15 and MR-A-16 Forms requesting supplementary subsidy allocation (in the amount of \$114,490.00) for the installation of traffic control signals be approved for execution by the Mayor and Clerk and submitted in to the Ministry of Transportation and Communications.
- (b) That the attached MR-A-15 and MR-A-16 Forms requesting supplementary subsidy (in the amount of \$70,357.00) for the Central Traffic Control System be approved for execution by the Mayor and Clerk and submitted to the Ministry of Transportation and Communications.

A.02.03.02.07

J.05.86043

RECOMMEND ADOPTION

11. Report dated October 2, 1987, from the Commissioner of Engineering and Works in response to proposed street names by Councillor Taylor to be added to the City Reserve List: Greenwich Park and Langton Green.

The submission was reviewed by the Street Names Committee and not approved as Greenwich Park conflicts with an existing street in Brampton and Langton Green would be confused with Langston Drive an existing street in Brampton.

This report was considered by the Committee on October 29, 1986, and deferred pending clarification from the Region of Peel Street Names Committee whether implementation of the 911 Emergency System will permit duplicate or similar street names to be approved.

The Street Names Committee reviewed the matter in detail and advised that the 911 System will not enable the use of duplicate street names.

RECOMMENDATION:

That Greenwich Park and Langton Green not be added to the City of Mississauga Street Names Reserve List.

F.02.07

RECOMMEND ADOPTION

12. Report dated February 5, 1987, from the Commissioner of Engineering and Works regarding proposed street names for First City Developments.

The following recommendation was adopted by the Operations and Works Committee on February 18, 1987, and approved by Council on February 23, 1987:

That the following street names be approved for First City Developments Plan of Subdivision T-86048:

Columbine	Prairie	Grosshill	Saltmarsh	Grossbeak
Sundew	Water Lily	Lady Slipper.		

Due to a typographic error, Grosshill was approved instead of Crossbill.

RECOMMENDATION:

That Crossbill be approved as a street name for First City Developments in Plan of Subdivision T-86048.

T-86048
F.02.07

RECOMMEND ADOPTION

13.

Report dated February 26, 1987, from the Commissioner of Engineering and Works in response to a request from The Erin Mills Development that Monkwood Trail be renamed Bay Villa Avenue. Erin Mills Development Corporation has requested this change on behalf of the Daniels Group who are developing two blocks of land adjacent to Monkwood Trail. The Daniels Group have agreed to assume any costs involved in this name change.

The request was reviewed by the Region of Peel Street Names Committee at their meeting of February 4, 1986 and approved.

RECOMMENDATION:

That Monkwood Trail be renamed Bay Villa Avenue and that the street be double signed for six months and that all associated costs for this street name change be charged to the Daniels Group.

B.06.681.02

RECOMMEND ADOPTION

14.

Report dated February 25, 1987, from the City Solicitor regarding an application for building permit by The Regional Municipality of Peel for a standby diesel generating station for the purpose of generating emergency power for pumps being part of the sanitary sewer system during times of power failure. The Region is unable to obtain a building permit for these works until such time as Council has enacted a by-law under paragraph 112 of Section 210 of the Municipal Act, R.S.O. 1980, c. 302, authorizing the works.

The Property Section of the Clerk's Department advises that it is in order to proceed to allow the construction of these works at this location as proposed. The portion of the highway involved is the "stop end" of Silverbirch Trail which is therefore not used for through traffic.

RECOMMENDATION:

That a by-law be enacted under paragraph 112 of Section 210 of the Municipal Act, R.S.O. 1980, c. 302, authorizing the construction of the standby diesel power generating station by The Regional Municipality of Peel as proposed in the Region's application for a building permit.

E.02.02.02.01

RECOMMEND ADOPTION

15. Report dated February 23, 1987, from the City Clerk in response to a request from Hydro Mississauga for a permanent easement for electrical distribution facility over parkland west of Durie Road.

The request has been reviewed by the Recreation and Parks Department and approved.

RECOMMENDATION:

That a by-law be enacted to authorize execution of a Transfer of Easement in favour of Hydro Mississauga over Parts of Block 233, Registered Plan 43M-642 and Block 47, Registered Plan 43M-703, Parts 2, 3 and 8 on Plan 43R-14052 (City parkland west of Durie Road).

B.06.642.06

RECOMMEND ADOPTION

16. Report dated March 10, 1987, from the Commissioner of Engineering and Works regarding the 1987 Credit Valley Conservation Authority Special Levy Projects Budget which have been submitted for the City's concurrence to be designated the benefitting municipality for cost sharing purposes. The projects are listed in the report and have been reviewed by Engineering and Works and Recreation and parks Staff.

RECOMMENDATION:

- (a) That the City of Mississauga advise the Credit Valley Conservation Authority and the Region of Peel that the City agrees to be designated the cost sharing area for those special project items 1 through 13 included in the report dated March 10, 1987, from the Commissioner of Engineering and Works.
- (b) That the Credit Valley Conservation Authority be requested to move up the planned study of the Credit River watershed to examine the impact of existing and planned development on the Credit River to 1987.
- (c) That the Credit Valley Conservation Authority and the Ministry of Natural Resources be requested to review the cap on their financial participation in Item 8 - Wolfedale Creek on the basis that normal Ministry subsidy of 55% be applied to the \$147,000.00 in funding outstanding.
- (d) That the Credit Valley Conservation Authority and the Ministry of Natural Resources be requested to establish separate funding allocation in future for shoreline protection works in Mississauga and seek Federal funding for same.

A.02.05.03.06

RECOMMEND ADOPTION

March 23, 1987

17.

Report dated March 3, 1987, from the Commissioner of Engineering and Works providing information on the curbside recycling program from June 1 to December 31, 1986, and January 1 to January 31, 1987.

RECOMMENDATION:

That the report dated March 3, 1987, from the Commissioner of Engineering and Works providing information on the curbside recycling program to date be received for information.

F.05.04.05

RECOMMEND RECEIPT

18.

Report dated March 4, 1987, from the Commissioner of Engineering and Works regarding the assumption of the municipal services constructed by Ventro Construction Limited, Plan 43M-482, located north of Burnhamthorpe Road East and east of Tomken Road. As far as the Engineering and Works Department is concerned, the developer has complied with all the requirements of the Servicing Agreement for the installation of municipal services.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal services as constructed by Ventro Construction Limited under the terms of the Servicing Agreement for Plan 43M-482, located north of Burnhamthorpe Road East and east of Tomken Road.
- (b) That the Commissioner of Finance and Treasury be authorized to release the Letter of Credit for Plan 43M-482, currently valued at \$139,950.61.
- (c) That a by-law be enacted establishing the road allowance within Plan 43M-482, as a public highway and part of the municipal system of the City of Mississauga.

B.06.482.02

RECOMMEND ADOPTION

19.

Report dated February 27, 1987, from the Commissioner of Engineering and Works responding to a petition submitted by Robert and Sylvia Waller, 4280 Sawmill Valley Drive, concerning a proposed parking prohibition on Sawmill Valley Drive, north of Folkway Drive.

This petition was submitted in response to a letter of information to the thirty-one affected residents by the Engineering Department on October 7, 1986. The concerns of the residents in opposition have been reviewed and there are no reasons which would cause us to alter the original proposal to prohibit parking around the curves.

The Engineering Department had received complaints from area residents concerned about accessibility to their area of the subdivision through this "S" curve area which is continually restricted by parked vehicles on both sides of Sawmill Valley Drive around these curves. The Engineering Department reviewed this area and found that within this section of Sawmill Valley Drive there are two ninety degree curves, back-to-back. When parking occurs around these curves and on both sides of the street between them, through traffic is very restricted. This is an unsafe and undesirable situation for the neighbourhood as this is the main access into the subdivision. Further, it has been determined that when on-street parking occurs, most vehicles are parked illegally, encroaching upon residential driveways. Therefore, to reduce congestion and ensure two-way unobstructed traffic flow, the Engineering Department suggests restricting parking around the curves, both sides, and between the curves on the south and west sides of Sawmill Valley Drive.

This prohibition will not greatly interfere with the day to day life of these residents, but improve the level of safety for pedestrians and traffic in the entire neighbourhood. Sawmill Valley Drive services approximately 150 residences. Most residents in the affected area have 200% on-site parking and some 300% or even 400% which should be quite sufficient. Parking for visitors or extra vehicles is available for a maximum of 3 hours, on the west side of Sawmill Valley Drive, north of the curves, parallel to Erin Mills Parkway. This is only a short walk away and a minor inconvenience for the interest of safety.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize no parking anytime prohibition on Sawmill Valley Drive as follows:

- (a) From a point 45 metres (147 ft.) north of Folkway Drive and a point 66 metres (221 ft.) north-westerly thereof, east and north side.
- (b) From a point 144 metres (472 ft.) north of Folkway Drive and a point 45 metres (147 ft.) north-westerly thereof, north and east side.
- (c) Between Folkway Drive and a point 190 metres (623 ft.) north-westerly thereof, south and west side.

F.06.04.02

RECOMMEND ADOPTION

20. Report dated March 4, 1987, from the Commissioner of Engineering and Works regarding extended parking on Bow River Crescent. A number of complaints have been submitted through Councillor Southorn's office concerning the extended parking on the north side of the north leg of Bow River Crescent.

The problems arise when vehicles are parked on the south side of this roadway opposite the extended parking area. This obstructs the flow of through traffic and has caused problems for residents reversing from their driveways. This is apparently most critical at address numbers 9, 11, 13 and 15 due to driveway sloping.

In this regard, prohibiting parking along the south side of the roadway opposite the extended parking area and on the north side opposite number 9 through 15 has been requested.

This Department would not object to this request, however the north side prohibition within the extended parking area will result in the loss of about 4 - 5 spaces. This may create additional problems since it has been determined that an on-site parking problem does exist.

Based on a review of the area, it appears that there is ample space available for reversing from the south side driveways provided the south side of the roadway is kept clear of parked vehicles. A problem was observed involving the vehicles parked opposite these driveways. Therefore, it is recommended that a prohibition be installed on the south side only, opposite the extended parking, and that a further review be completed after sign installation. Should a problem continue to be present further action in terms of a prohibition opposite numbers 9 through 15 will be undertaken.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the installation of a parking prohibition on the south side of the north leg of Bow River Crescent between Falconer Drive and a point 140 metres (460 feet) westerly.

F.06.04.02

RECOMMEND ADOPTION

21. Report dated February 27, 1987, from the Commissioner of Engineering and Works regarding the intersection at Mississauga Valley Boulevard and Arista Way. Councillor L. Taylor requested that this department review the traffic conditions on Mississauga Valley Boulevard in the vicinity of Arista Way. Concerns had been expressed with respect to the speed of vehicles on Mississauga Valley Boulevard, and the request had been for an all-way stop at the intersection of Mississauga Valley Boulevard and Arista Way.

This department reviewed the area and found that the 85%ile speeds on Mississauga Valley Boulevard in this area were 55.0 km/hr in the a.m. peak and 53.8 km/hr in the p.m. peak. While the speed limit on this section of Mississauga Valley Boulevard is 40 km, the above noted results were consistent with what would be expected in the 50 km speed zone. We would note that there is no school frontages in this area of 40 km zone and that the 40 km zone was installed many years ago. Our current practice is to install 40 km speed zones only in the immediate vicinity of school areas so as to enforce the need for the 40 km speeds from the driver's perspective.

An all-way stop study was conducted at the intersection of Mississauga Valley Boulevard and Arista Way with the following results:

Part A. Volume from all approaches 296%
Part B. Minor Street Volume 113%

Since both values exceed 100% the all-way stop was found to be warranted based on the intersection volumes.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the installation of an all-way stop at the intersection of Mississauga Valley Boulevard and Arista Way as the warrants are met.

F.06.04.02

RECOMMEND ADOPTION

22.

Report dated February 27, 1987, from the Commissioner of Engineering and Works regarding the Hull Street Parking Lot. In conjunction with the previous 1983 reconstruction of the Malton "Four Corners", at the request of Councillor McKechnie, the Hull Street Municipal parking lot was deleted from Schedule 6 of By-law 444-79, as amended. It was also requested that the lot remain as such until such time that complaints were received and the lot would then be reinstated.

A petition from the merchants of the Hull Street Village Plaza, (the plaza joins directly at the rear with the Hull Street lot) has been received requesting a three hour maximum parking limit within the Hull Street lot.

This department supports this proposal since the 3-hour maximum would encourage a more frequent turnover and would allow for the expedient removal of derelict and unlicensed vehicles. The Parking Control Division has recently experienced difficulty in removing these unlicensed vehicles since the lot was neither listed in the by-law nor signed on site.

A standard Municipal parking lot sign indicating 3-hour maximum parking at no charge will be installed upon enactment of this by-law.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to amend Schedule 6 to reinstate the Hull Street Lot as a Municipal parking lot.

F.06.04.02

RECOMMEND ADOPTION

23.

Report dated March 10, 1987, from the Commissioner of Engineering and Works regarding an petition from area residents expressing a concern about the heavy volumes of traffic on Darcel Avenue, during peak hours, which cause delays turning left out of Chigwel Court.

Manual turning movement counts were conducted on October 3, 1986 at Chigwel Court and Darcel Avenue, east intersection, (based on larger side street volumes being available at a four-way intersection). The results of the all-way stop warrant calculations, derived from the a.m. plus p.m. peak hours, averaged, are as follows:

Part 'A'	Volume from all approaches	-	112%
Part 'B'	Minor street volumes	-	27%

As you are aware, both parts 'A' and 'B' individually, must equal or exceed 100% in order for all-way stop warrants to be satisfied. The accident reports have also been reviewed at this location and found no severe or recurring problem since our records began in 1979. Therefore based on this study that all-way stop warrants are not satisfied under Part 'A' volume, Part 'B' volume split, or accidents.

The residents of Chigwel Court have stated that they are experiencing side street delay. The results of this study do not reflect any serious delay, in fact volumes on Darcel Avenue over the peak hours averaged less than four (4) vehicles per minute or one vehicle every fifteen (15) seconds. These results definitely do not warrant an all-way stop due to severe delay.

Vehicle speeds were also checked on Darcel Avenue in the a.m. and p.m. peak hours and 85th %ile speeds of 55 km/h and 53 km/h, respectively, were calculated in this 50 km/h speed zone. These results do not warrant Police enforcement.

The Engineering Department, based on these study results, does not recommend the installation of an all-way stop or feel that any other traffic control measures are needed at Chigwel Court and Darcel Avenue at this time.

RECOMMENDATION:

That an all-way stop not be installed at Chigwel Court and Darcel Avenue as warrants have not been satisfied under Part 'A' volume, Part 'B' volume split, or accidents.

F.06.04.02

RECOMMEND ADOPTION

24. Report dated March 15, 1987, from the Commissioner of Engineering and Works regarding a number of complaints which have been received through Councillor Culham's office concerning parked vehicles on the south leg of Ballyclare Drive west of The Credit Woodlands.

The problem is generated from the condominium complex at the north-east corner of Dundas Street and The Credit Woodlands. Due to previous problems, parking has been prohibited on The Credit Woodlands between Dundas and O'Hagan Drive and for 15 metres (50 ft.) each side of the south leg of Ballyclare Drive. Apparently vehicles are parked west of the limits on Ballyclare Drive requiring an extension of these limits.

Councillor Culham has requested the extension of these limits westerly to a point just east of the road curve in Ballyclare Drive. In view of the frequency of the problem, it is requested that "Tow Away Zone" signs also be erected in conjunction with the extension of the limits of the parking prohibition. These signs are present throughout the general area although in accordance with the by-law, are not technically required for tagging and towing purposes.

RECOMMENDATION:

- (a) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the installation of prohibitive parking anytime signs on the north side of the south leg of Ballyclare Drive between The Credit Woodlands and a point 65 metres (213 ft.) westerly, and on the south side between The Credit Woodlands and a point 50 metres (164 ft.) westerly.
- (b) That 'Tow Away Zone' signs be installed on both sides of the south leg of Ballyclare Drive immediately west of The Credit Woodlands.

F.06.04.02

RECOMMEND ADOPTION

25. Report dated March 15, 1987, from the Commissioner of Engineering and Works regarding the Sixth Annual St. Andrew's 10k Classic Road Race and a request for permission to restrict traffic on Lakeshore Road and to close a portion of Stavebank Road for the purpose of holding the sixth annual 10k road race.

Stavebank Road will necessitate a closure between Lakeshore Road and Park Street on Saturday, June 20, 1987 between 7:30 a.m. and 10:00 a.m. while Lakeshore Road will be restricted to two lanes of traffic between 8:00 a.m. and 10:00 a.m.

The race route, identical to last year's, will commence on Stavebank Road opposite St. Andrew's Church, head south to Lakeshore Road, west to Lorne Park Road, back east on Lakeshore Road to Shaw Street returning to Stavebank Road and the Church area.

Due to the high volume of participants it is expected that traffic on Lakeshore Road at Stavebank Road will be interrupted for approximately 3-5 minutes, under the control of the Peel Regional Police.

Again this year, in order to minimize traffic delays during the race, the race will utilize the two south side lanes of Lakeshore Road while two-way traffic is maintained within the two north side lanes. All traffic control will be handled by the Police, while the placement of fluorescent traffic cones will be handled by the race committee under Police supervision.

Mississauga Transit have been contacted and advise that they have no concerns.

The Port Credit Business Association and the merchants of Stavebank Road have approved of the race route and closure. Permission is being requested to use the Port Credit Library parking lot during the event.

The Engineering Department will erect advance notification signs advising of the road restriction and closure, and will also supply a small number of portable 'Emergency No Parking' signs for use at the race start and finish area. These will be placed by the applicant after 6:00 p.m, Friday, June 19, 1987.

This Department and the Peel Regional Police have no objections to this race proposal, subject to the usual conditions for special events being satisfied.

RECOMMENDATION:

- (a) That the St. Andrew's Race Committee be granted permission to hold the sixth annual road race along the above route and close Stavebank Road between Lakeshore Road and Park Street during the hours of 8:30 a.m. and 10:00 a.m. on Saturday, June 20, 1987 subject to the following conditions:
- (i) That a road closure and restriction permit be completed with the Engineering and Works Department at least five days prior to the event.
 - (ii) That proof of liability insurance in the amount of two million dollars be submitted at the time of the completion of the permits.
 - (iii) That all race marshalling, cone placement and traffic control be under the control and supervision of the Peel Regional Police.
 - (iv) That any works undertaken by the Engineering Department other than the advance signs and 'Emergency No Parking' signs be at the expense of the applicant.
- (b) That a by-law be enacted to authorize the temporary closure of Stavebank Road from 7:30 a.m. to 10:00 a.m. on Saturday, June 20, 1987, for the St. Andrew's 10k Classic Race.

F.06.04.02

RECOMMEND ADOPTION

26.

Report dated March 5, 1987, from the Commissioner of Engineering and Works regarding the following proposed street names for Fuscom Subdivision and Lynn Marsh Construction Subdivision:

- (a) Common street names for roads linking both Plans T-86017 and T-86018.
- | | | |
|-------------------|----------------|-------------------|
| Andiron Mews | Cider Down Way | Country Manor Way |
| Gladebrook Square | | Stonemill Square |
- (b) Fuscom Subdivision 21T-86017M
- | | | |
|-------------------|----------------------|----------------------|
| Chicory Square | Meadowlark Drive | Crosswinds Drive |
| Millrose Crescent | Fuscana Mews | Old Country Lane |
| High Plains Drive | Springwater Crescent | |
| Homestead Lane | White Clover Way | Willow Creek Corners |
- (c) Lynn Marsh Construction, 21T-86018M
- | | | |
|---------------------|--------------|--------------------|
| Crosscreek | Goldenrod | Grassland Crescent |
| Lynn-Marsh Crescent | | Prairie Oyster |
| Stargazer | Summerbreeze | Trailmaster |

This Submission was reviewed by the Region of Peel Street Names Committee at their meeting of March 4, 1987.

RECOMMENDATION:

That the following names be approved as street names for the Fuscom Subdivision T-86017 and the Lynn Marsh Development T-86018 located west of Mavis Road and south of Eglinton Avenue West:

- (a) Common street names for roads linking both Plans T-86017 and T-86018:

Andiron Mews Gladebrook Square Stonemill Square

- (b) Fuscom Subdivision T-86017

Crosswinds Drive Springwater Crescent
White Clover Way Willow Creek (delete "Corners")

- (c) Lynn Marsh Construction T-86018

Crosscreek Goldenrod Grassland Crescent
Stargazer Summerbreeze
Trailmaster

T-86017

T-86018

F.02.07

RECOMMEND ADOPTION

27.

Report dated March 5, 1987, from the Commissioner of Engineering and Works regarding proposed use of "Credit Mills Road" as a street names for Erin Mills Neighbourhood 202/203. The submission as reviewed by the Region of Peel Street Names Committee and rejected because of the numerous street names commencing with the word "Credit".

RECOMMENDATION:

That Credit Mills Road be rejected as a street name for Proposed Plan of Subdivision T-85039, Erin Mills Neighbourhood 202/203, located north of Eglinton Avenue West and west of Mississauga Road.

T-85039

F.02.07

RECOMMEND ADOPTION

28. Report dated March 4, 1987, from the Commissioner of Engineering and Works and City Solicitor regarding a clerical error in Section 8 of By-law 876-83 regulating the posting of portable signs. The clerical error relates to the wording of the penalty section. The section as currently set out in the By-law provides that:

"Any person who contravenes any provision of this by-law is guilty of an offence and liable on conviction to a fine of \$2,000 exclusive of costs or to imprisonment for a term of 21 days or to both."

Under the Municipal Act the maximum penalty which can be imposed is \$2,000 and it is usual for the penalty section to indicate that the fine is to be of "not more than" \$2,000. All actions which have been taken by the courts under this section have interpreted it as if it read not more than \$2,000. A by-law to amend the penalty section has been prepared.

RECOMMENDATION:

That a by-law be enacted to amended Section 8 of By-law 876-83 being a by-law to regulate the posting of portable signs to correct a clerical error contained in the penalty section.

RECOMMEND ADOPTION

29. Report dated March 6, 1987, from the City Solicitor regarding the by-law to prohibit the sounding of engine whistles at various crossings at the CPR railroad tracks. On February 12, 1987, the Railway Transport Committee issued an Order which officially prohibits the sounding of engine whistles under The Railway Act at the locations referred to in the City's by-law.

RECOMMENDATION:

That the report dated March 6, 1987, from the City Solicitor advising that the Railway Transport Committee issued Order No. R-40315 officially prohibiting the sounding of train whistles at various locations in the City of Mississauga.

D.02.03

RECOMMEND ADOPTION

30. Report dated March 3, 1987, from the City Clerk regarding an abandonment and release of a permanent easement to Markborough Properties Limited on Rundle Court. The City acquired a permanent 10 foot wide storm sewer easement affecting Block 236 and a development proposal has been made for the Block which would be in conflict with part of this easement. To resolve the conflict Markborough has requested the City to abandon 6.5 feet of the easement and in turn the developer will substitute a 6.5 feet immediately east which would restore the full capacity of the easement. The Engineering Department has reviewed the proposal and are in favour of the partial abandonment and realignment.

RECOMMENDATION:

That a by-law be enacted to authorize execution of a partial release and abandonment of a municipal storm sewer easement on Rundle Court (Instrument 612233 described as Part 3 on Plan 43R-14160 - Markborough Properties Limited).

B.06.642.02

RECOMMEND ADOPTION

31. Letter dated February 17, 1987, from the Ministry of the Environment announcing a Program for Rehabilitation of Sewage Collection and Water Distribution Systems.

This program has been reviewed by Staff and it is recommended that it be referred to the Region of Peel.

RECOMMENDATION:

That the letter dated February 17, 1987, from the Ministry of the Environment announcing a Program for Rehabilitation of Sewage Collection and Water Distribution Systems be forwarded to the Region of Peel for attention.

A.02.03.03.01

RECOMMEND ADOPTION

32. Report dated March 25, 1987, from the Commissioner of Planning and Building in response to a request by Tenure Investments Limited that the City waive its policy requiring underground electrical circuits for Blocks 5 and 6 on Draft Plan T-86029 (lands located at the northeast corner of Derry Road East/Dixie Road).

Existing City policy requires that all electrical circuits, including streetlighting, in industrial developments for which site development plan is required, be placed underground. The effect of this policy is to require underground circuits along all major roads within the City. Blocks 5 and 6 on the plan, are to be zoned M1 and front on a major road, Derry Road East.

Notwithstanding that most major roads in the City already have overhead wiring, it should be a City objective to eventually eliminate such wiring and to immediately prevent the erection of any new overhead facilities. Approval of this developer's request would result in a precedent for future requests of this nature which if granted would endanger that objective. In addition, the subject property is located at the intersection of two major Regional roads (Derry Road and Dixie Road). If this request is approved, overhead wiring would be at a prominent high-visibility intersection and set a precedent for the treatment of the other three corners of this intersection.

In the recent past this policy has been relaxed only in exceptional cases. An example of such a case, which was mentioned by Mr. Kizoff in his deputation, is along Drew Road in the Orlando subdivision to the north (T-81040) (see attached map). In this case, relief from this requirement was granted since, although Drew Road had been upgraded to major road status, the existing Drew Road to the east, which was constructed prior to the upgrading, already had overhead electrical facilities. Although approval of overhead wiring to continue that existing pattern for a short distance to Dixie Road was granted, it falls well short of a valid precedent for granting the current request.

A more comprehensive report on hydro servicing in industrial areas, with historical background, cost comparisons, photo documentation, etc., could be prepared, given sufficient time for the necessary research. This has not been undertaken, because it is understood that delay would be of concern to the applicant. Further, it is not expected that it would result in a different conclusion.

RECOMMENDATION

That the request by Tenure Investments Limited to waive the policy of restricting overhead wiring in new industrial subdivisions, as it affects draft plan T-86029, be refused.

Mr. George Kizoff will appear before the Committee regarding this matter.

T-86029



City of Mississauga

MEMORANDUM

Our file . 11 141 00045

To Chairman & Members of
Operations & Works
Dept. _____

From W. P. Taylor, P. Eng.
Dept. Engineering & Works

OPERATIONS/WORKS **MAR 23 1987**

March 12, 1987

SUBJECT. Request for amendment to Licensing By-law 22-78, as amended, Schedule 6 (Section 2).

ORIGIN. Request for Report No. 365/86.
Letter dated November 28, 1986, from Gregory H. Dell, of R.G. Davidson & Associates Limited, representing Emilio Pucci.

COMMENTS. Mr. Gregory H. Dell in his letter of November 28, 1986 requests that By-law 22-79 as amended, Schedule 6 (Section 2) as it relates to hours of operation of Mr. Emilio Pucci to operate his three (3) businesses on a twenty-four (24) basis.

The locations in question are.

- 1) 7195 Torbram Road, Mississauga
- 2) Gold Tip Billiards, 1310 Dundas St. E., Mississauga
- 3) Silver Tip, 2500 Hurontario Street, Mississauga

Section 2 of Schedule 6 of By-law 22-78 as amended states.

"A person licensed under this by-law and this schedule shall not open the room, house, place or premises in which any billiard table, pool table or any like table is kept or permit any person to use any such table between the hours of 12.01 a.m. and 12.00 p.m. of each Sunday between the hours of 1.00 a.m. and 8.00 a.m. of each Monday to Saturday inclusive."

There are ten (10) other billiard and pool halls in operation within the City of Mississauga. Two (2) of these locations are in Adult Entertainment establishments and two (2) are in industrial zones set apart from residential areas.

Cont'd . . .


Operations and Works
March 12, 1987

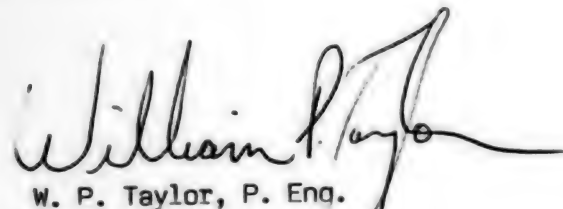
COMMENTS (cont). As the remainder of billiard and pool halls are located in commercial/industrial premises adjacent to residential zones and generate occasional complaints from area residents, we anticipate that the twenty-four (24) hour operation will generate additional complaints from the area residents.

(revised added) [

Recent inspections revealed that two billiard halls were open for business during prohibited times. Two charges have been laid against Crystal Ball Billiards Inc. operating as Silver Tip Billiards, 2500 Hurontario Street and two charges have been laid against Pucci Enterprises operating as Gold Tip Billiards, 1310 Dundas Street East.

RECOMMENDATION. That the request by Mr. Emilio Pucci, through his agent Mr. Gregory H. Dell to amend By-law 22-78 as amended, Schedule 6 (Section 2), to permit the twenty-four (24) operation of billiard and pool halls, be denied.


GRB.sa
333E/22E


W. P. Taylor, P. Eng.
Commissioner
Engineering & Works



City of Mississauga

MEMORANDUM

Our file : 11 141 00045

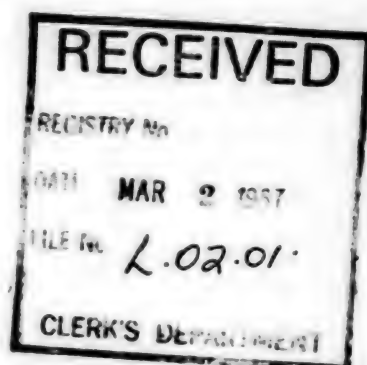
To Chairman & Members of
Operations & Works
Dept. _____

From W. P. Taylor, P. Eng.
Dept. Engineering & Works

February 17, 1987

OPERATIONS/WORKS MAR 23 1987

SUBJECT: Request for amendment to Licensing By-law 22-78, as amended, Schedule 6 (Section 2).
ORIGIN: Request for Report No. 365/86.
Letter dated November 28, 1986, from Gregory H. Dell, of R.G. Davidson & Associates Limited, representing Emilio Pucci.
COMMENTS: Mr. Gregory H. Dell in his letter of November 28, 1986 requests that By-law 22-79 as amended, Schedule 6 (Section 2) as it relates to hours of operation of Mr. Emilio Pucci to operate his three (3) businesses on a twenty-four (24) basis.



The locations in question are:

- 1) 7195 Torbram Road, Mississauga
- 2) Gold Tip Billiards, 1310 Dundas St. E., Mississauga
- 3) Silver Tip, 2500 Hurontario Street, Mississauga

Section 2 of Schedule 6 of By-law 22-78 as amended states:

"A person licensed under this by-law and this schedule shall not open the room, house, place or premises in which any billiard table, pool table or any like table is kept or permit any person to use any such table between the hours of 12:01 a.m. and 12:00 p.m. of each Sunday between the hours of 1:00 a.m. and 8:00 a.m. of each Monday to Saturday inclusive."

There are ten (10) other billiard and pool halls in operation within the City of Mississauga. Two (2) of these locations are in Adult Entertainment establishments and two (2) are in industrial zones set apart from residential areas.

As the remainder of billiard and pool halls are located in commercial/industrial premises adjacent to residential zones and generate occasional complaints from area residents, we anticipate that the twenty-four (24) hour operation will generate additional complaints from the area residents.

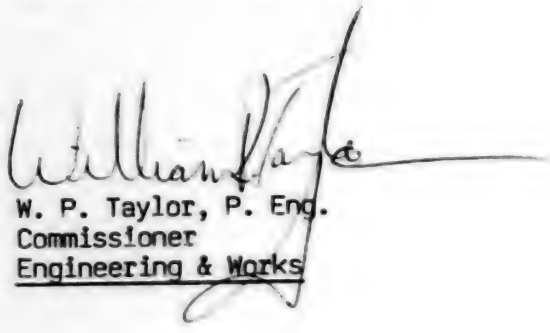
Cont'd . . .

16
ations and Works
February 17, 1987

Cont'd

RECOMMENDATION: That the request by Mr. Emilio Pucci, through his agent Mr. Gregory H. Dell to amend By-law 22-78 as amended, Schedule 6 (Section 2), to permit the twenty-four (24) operation of billiard and pool halls, be denied.


ARB:sa
333E/22E


W. P. Taylor, P. Eng.
Commissioner
Engineering & Works



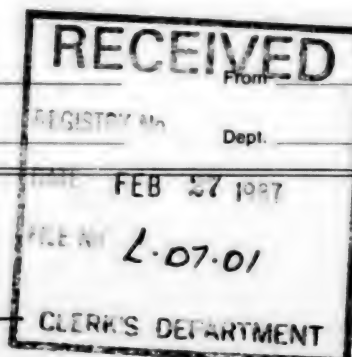
City of Mississauga

MEMORANDUM

Our file : 11 141 00045

2

To Chairman & Members of
Dept. Operations & Works



W. P. Taylor, P. Eng.
Engineering & Works

OPERATIONS/WORKS **MAR 23 1987**

February 17, 1987

Request No. 208-86
Clerks No. L.07.01
B.L.E. No. 9257-80-8

SUBJECT: Industrial Complex at Dunwin Drive/Mainroyal Street
ORIGIN: Petition received from Mrs. M. Radbourn
COMMENTS: In their petition, residents in the Dunwin Drive/Mainroyal Street area have complained about the following items:

1. Dust Pollution and fumes from Fibrecraft Canada,
2. Noise from the Post Office
3. Post Office workers using private property for short cuts
4. Vandalism and burglaries.

Staff have investigated various complaints as outlined in the petition and we wish to advise that we have been in contact with the Post Office with respect to noise and the Post Office has reduced the noise from their offices. Further, the Post Office has indicated that their staff have been instructed not to trespass over adjoining properties.

Superintendent K. Cider of Peel Regional Police has advised us that Dunwin Avenue and Mainroyal Street area "is deemed to be a low crime area with a below average number of incidents of vandalism and burglaries".

Staff have contact Mr. G. Nelson from the Ministry of the Environment with respect to pollution from Fibrecraft Canada and we are awaiting their report on this matter.

The debris problem that existed has been cleared up to this department's satisfaction.

Staff are continuing to monitor the situation in the Dunwin Drive/Mainroyal Street area and take the appropriate action as required.

RECOMMENDATION: That the report dated February 17, 1987 from Mr. W. P. Taylor, Commissioner of Engineering & Works, concerning a petition received from the residents of Mainroyal Street be received.

GRB:sa
333E/22E

William Taylor
W. P. Taylor, P. Eng.
Commissioner
Engineering & Works



3

City of Mississauga

MEMORANDUM

Our file : 11 141 00039
B.L.E. 7058-79-6

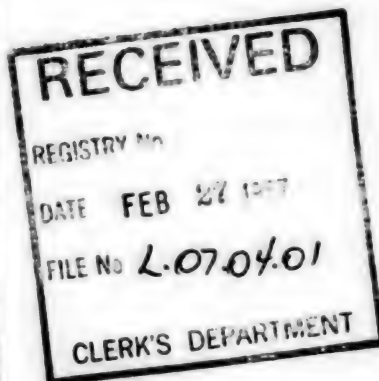
To Chairman & Members of
Operations & Works Committee
Dept. _____

From William P. Taylor, P. Eng,
Engineering & Works Dept.
Dept. _____

February 18, 1987

SUBJECT: The number of animals permitted in apartments. **MAR 23 1987**
ORIGIN: Request for Report No.279-86 OPERATIONS/WORKS
Clerks File : L.07.04.01
Letter dated September 22, 1986 from Dee Stewart,
The Rice Group, addressed to Mayor H. McCallion

COMMENTS: The Rice Group is concerned about the Animal Control By-law which currently allows 4 animals in any one dwelling unit. They want the Animal Control By-law to be amended to prohibit animals in apartments.

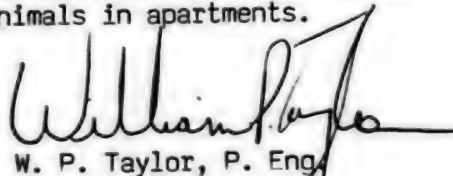


The Rice Group of Companies have written to us in the past, requesting our assistance in reducing the number of animals kept in their apartments, however, as we have stated to them in the past, it is essentially a landlord and tenant matter.

The Animal Control by-law generally restricts the types of animals that can be kept and prohibits the keeping of any more than four animals in any one dwelling. Whether or not a landlord will permit the keeping of animals in an apartment building is a matter between the landlord and the tenant. Furthermore, By-law Enforcement Officers cannot enter the dwelling units without the tenant's permission, and therefore enforcement would be difficult, if not impossible.

The Rice Group indicated in their letter that one of their tenants had 10 animals in their apartments. The tenant was charged by By-law Enforcement for having more than 4 animals in the dwelling unit, pursuant to the Animal Control By-law. On October 9, 1986, a trial was held and the tenant was found guilty and a fine of \$300 or 15 days in jail was levied with respect to the keeping of more than 4 animals.

RECOMMENDATION: That no amendments be made to the Animal Control By-law with respect to the keeping of animals in apartments.


W. P. Taylor, P. Eng.
Commissioner,
Engineering & Works Dept

GRB:sa
333E/22E



City of Mississauga

MEMORANDUM

FILES: 16 111 79111
11 141 00045

4

To: Chairman and Members

From: W. P. Taylor

Dept: Operations and Works Committee

Dept: Engineering and Works

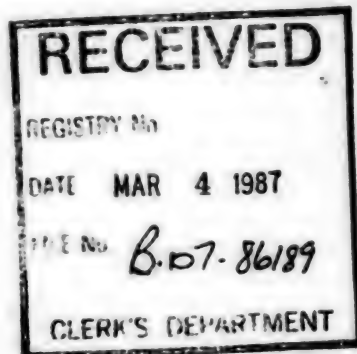
March 3, 1987

OPERATIONS/WORKS **MAR 23 1987**

SUBJECT: Deletion of Emergency Access/Concrete Walkway, Block 55, Plan 43M-662 and deletion of a sidewalk along the Chesbro Court frontage of lots 38 to 48, Plan 43M-662, Oak Glen Manors Subdivision, located on Mississauga Road south of Dundas Street West (sketch enclosed).

ORIGIN: Servicing Agreement dated January 13, 1986, between Venchiarutti Construction Limited (1845 Woodchuck Lane, Mississauga, Ontario, L5L 2T5), City of Mississauga and the Regional Municipality of Peel.

COMMENTS: In accordance with the requirements of the Servicing Agreement for the subject development, Venchiarutti Construction Limited was required to dedicate Block 55, Plan 43M-662 to the City of Mississauga and construct therein a 4.6 metre (15 foot) concrete emergency access/walkway linking Chesbro Court with Mississauga Road. The developer was also required to construct a sidewalk along one side of Chesbro Court, lots 38 to 48 inclusive.



The developer has made a request to close this emergency route/walkway citing that the prime reason for its implementation was to provide a secondary emergency access to the development which otherwise has only a single access i.e. Glen Oaks Boulevard off Mississauga Road. This matter has been reviewed with the Fire Department who have indicated that they have no objection to the developer's request to delete the emergency access/walkway.

... 2 ...

H(a)

- 2 -

3(a)

The developer has also requested that lands designated for the emergency access/walkway, Block 55, Plan 43M-662, be deeded to Venchiarutti Construction Limited or its designate with the intention that it be combined with external lands north of Plan M-662 to create four residential lots all having frontage on Chesbro Court. This will obviate the necessity for any of the external lands to have access directly onto Mississauga Road where site distances are currently considered unsafe. As a condition of the City deeding Block 55 back to Venchiarutti Construction Limited he is in agreement to withdraw on his appeal to the Land Division Committee with respect to files no. C.A.'B' 189-191/86-M. We understand that Venchiarutti Construction Limited has obtained consents from all of the owners within Plan M-662 with respect to the deletion of the emergency access/walkway and has provided the Ward Councillor with the appropriate documentation in this regard. This Department has no objection to the proposal to deed Block 55 back to the developer, however, an easement is to be retained over the entire block in favour of the City and Region to accommodate the existing storm and sanitary sewers located therein.

Finally, in consideration of the deletion of the emergency access route/walkway the developer has also requested that the City delete the requirement for the construction of a sidewalk along the Chesbro Court, lots 38 to 48, Plan 43M-662. In support of this request the developer has provided acknowledgements from the lot owners affected by the deletion in the cul-de-sac area (copies enclosed). The balance of the lots in the cul-de-sac area are owned by Venchiarutti Construction Limited. The request to delete the sidewalk on Chesbro Court and Glen Oaks Boulevard is acceptable to the Engineering Department as it is in conformity with current sidewalk policy.

RECOMMENDATIONS:

1. That notwithstanding the requirements of the Servicing Agreement for Venchiarutti Construction Limited, Plan 43M-662, located on Mississauga Road south of Dundas Street West, the developer be advised that the requirement for the construction of the 4.6 metre (15 foot) concrete emergency access/walkway be waived and that Block 55 be deeded back to Venchiarutti Construction Limited.

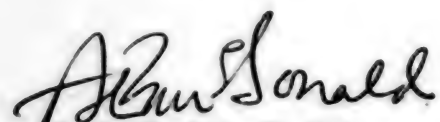
... 3 ...

4(b)

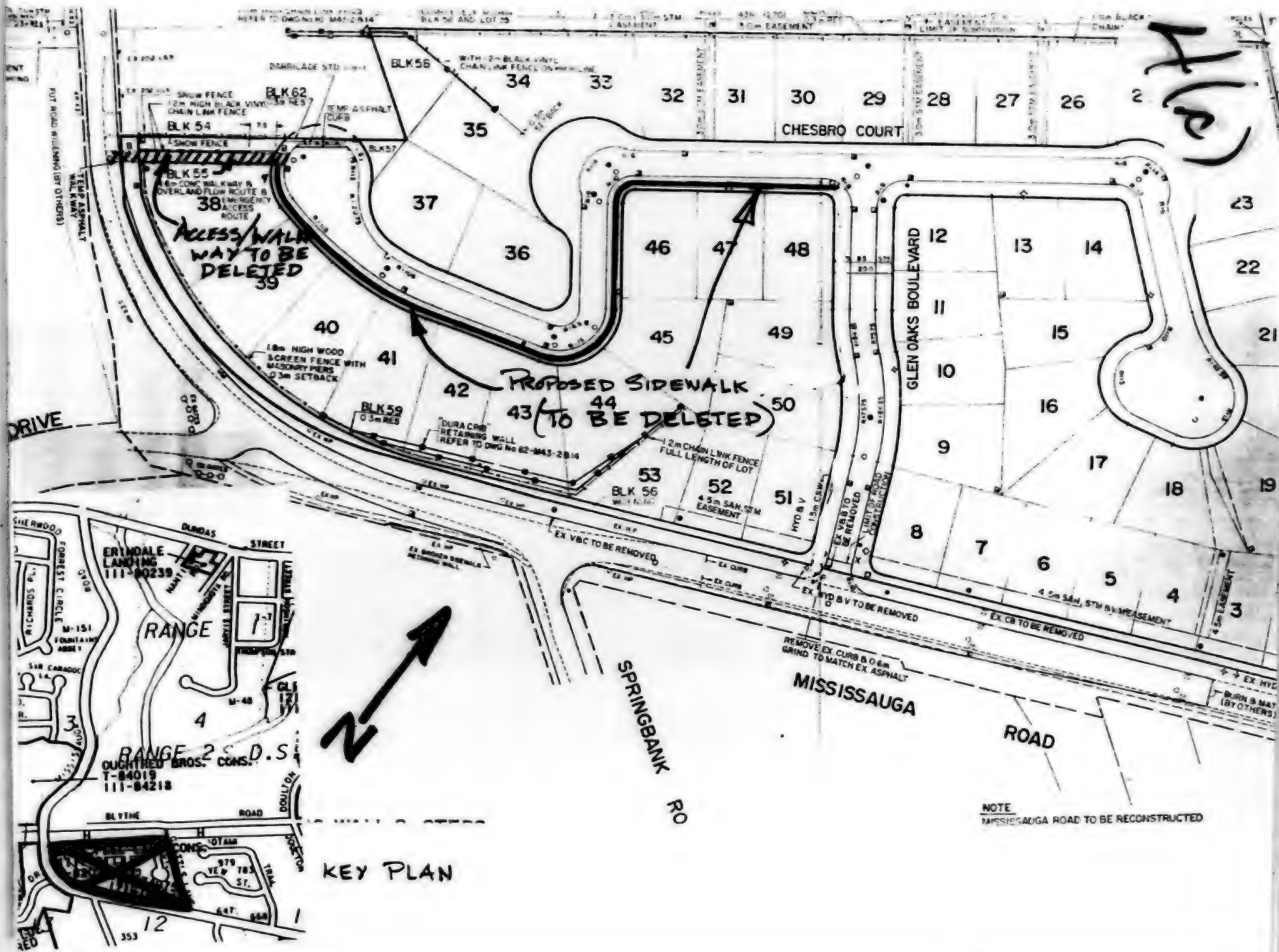
RECOMMENDATIONS: (Continued)

2. That the deletion of the emergency access route/walkway and deeding of Block 55, Plan 43M-662, back to Venchiarutti Construction Limited, pursuant to Recommendation #1 above, be conditional upon Mr. Venchiarutti's withdrawal of Land Division applications 'B' 189-191/86-M and that Blocks 55 and 54 be combined with the external lands north of Plan 43M-662 to create four residential lots all having frontage on Chesbro Court with no access to Mississauga Road.
3. That notwithstanding the requirements of the Servicing Agreement for Venchiarutti Construction Limited, Plan 43M-662, the developer be advised that the requirement for the construction of a 1.5 metre (5 feet) sidewalk along Chesbro Court, lots 38 to 48 inclusive of that plan be waived.

PG/edm
0347E/27E
Encl.


W. P. Taylor, P. Eng.
Commissioner
Engineering and Works

c.c. Councillor S. Mahoney
A. McDonald
R. G. Charlton
I. Scott
R. G. Edmunds
W. H. Munden
R. Rinne
M. Zamojc - Region of Peel





City of Mississauga

MEMORANDUM

FILES: 16 111 69063
16 111 78151
11 141 00045

5

To: Chairman and Members
Dept: Operations and Works Committee

From: W. P. Taylor
Dept: Engineering and Works

March 3, 1987

OPERATIONS/WORKS **MAR 23 1987**

SUBJECT:

Amendment to Schedule 'C' Subsection II (a)(3) of the Engineering Agreement for the Walden Spinney community, Plan 43R-6545, 02/31/66, reducing the minimum 25-foot setback for structures adjacent to the Sheridan Creek, with respect to the proposed underground parking structure for the Sheridan Club Condominiums, 1271 Walden Circle, S.P. 22-86; located north of Lakeshore Road and east of Southdown Road.

ORIGIN:

Engineering Agreement dated July 6, 1976, between New Peel Development Corporation Limited (c/o Mr. W. Small, 1498 Marshwood Place, Mississauga, Ontario, L5J 4J6) the City of Mississauga and the Regional Municipality of Peel.

COMMENTS:

In accordance with the requirements of Schedule 'C', Subsection II (a)(3), of the Engineering Agreement for the subject development, the minimum setback for structures adjacent to the Sheridan Creek was established to be 25 feet from the existing top of bank. Napev Construction Limited has submitted a proposal to construct a 12-storey condominium building at 1271 Walden Circle and has obtained approval from the Committee of Adjustment (Reference C.A. 'A' 551/86-M) for a minimum setback from the underground parking structure to the westerly property limit of 1.5 metres (5 feet). The resultant setback of the underground parking structure from the surveyed top of bank of the Sheridan Creek varies from approximately 14 feet to 22 feet which is less than the minimum of 25 feet as specified in the Engineering Agreement.



... 2 ...

5(a)

- 2 -

COMMENTS: Continued

As a condition of the Committee of Adjustment approval of application C.A.A. 551/86-M the applicant was required to submit a Slopes Stability Report for approval by the City and the Credit Valley Conservation Authority. A Slopes Stability Report dated October 2, 1986, by Sarafinchin Associates Limited indicates that the existing bank adjacent to the proposed development will remain stable at the present slope of approximately 3 horizontal to 1 vertical provided that the following conditions are adhered to:

1. That construction disturbance is minimized.
2. That no surcharge loads are placed near the banks.
3. That surface water run-off is diverted away from the banks.
4. That vegetation is planted and maintained, and a provision is made for localized stone blankets and/or gabion baskets to reduce the possible toe erosion and scour as and where required.

This Department recommends that the proposal to reduce the minimum 25-foot setback of the underground parking structure from top of bank of the Sheridan Creek be approved subject to the provision that all of the recommendations of Sarafinchin Associates Limited report dated October 2, 1986, are rigidly adhered to.

RECOMMENDATIONS:


1. That notwithstanding the requirements of the Engineering Agreement dated July 6, 1976, for the Walden Spinney development, Plan 43R-6545, 02/31/66, located north of Lakeshore Road West and east of Southdown Road; the developer be advised that the minimum 25-foot setback for the proposed structure at 1271 Walden Circle from the surveyed top of bank of the Sheridan Creek be waived.

... 3 ...

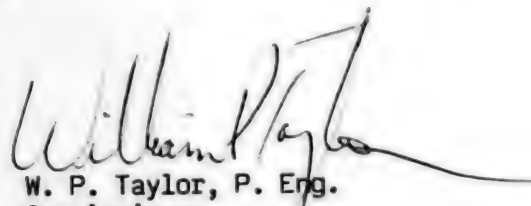
5(b)

2. That as a condition to Recommendation #1 above the building permit applicant be required to comply with the following criteria:

- a) All of the recommendations of the Soils Report dated October 2, 1986, by Sarafinchin Associates Limited be incorporated on the certified grading plan for 1271 Walden Circle to the satisfaction of the Commissioner of Engineering and Works and the Credit Valley Conservation Authority.
- b) That the building permit applicant be required to provide the City with a cash deposit or Letter of Credit in an amount satisfactory to the Commissioner of Engineering and Works to guarantee the implementation of the recommendations contained in the Slope Stability Report dated October 2, 1986, by Sarafinchin Associates Limited.

edm
UB 7E/27E
Encl.

c.c. R. G. Charlton
R. Rinne
J. R. Beilby
D. Waters
W. Grindley
Marilyn Eagre - C.V.C.A.


W. P. Taylor, P. Eng.
Commissioner
Engineering and Works

5/2



WALDEN SPINNEY COMMUNITY



City of Mississauga

MEMORANDUM

File Ref. 16 111 75170
11 141 00011

6

To Mayor H. McCallion and

From William P. Taylor, P. Eng.

Dept. Members of Council

Engineering and Works

RECEIVED

REGISTRY No

DATE MAR 2 1987

FILE NO B.06.346.02

CLERK'S DEPARTMENT

February 17, 1987

OPERATIONS/WORKS MAR 23 1987

SUBJECT:

Extension of construction schedule completion dates as set out in Addendum No. 1 of the Engineering Agreement for the municipal services in N.H.D. Developments Industrial Subdivision, Plan M-346, located south of Derry Road East and west of Dixie Road (sketch attached).

ORIGIN:

Engineering Agreement between N.H.D. Developments Limited (c/o The Sorbara Group, 1674 Eglinton Avenue West, Toronto, Ontario, M6E 2H3, Attention: Mr. Edward Sorbara), the City of Mississauga and the Region of Peel dated September 17, 1979.

COMMENTS:

Under the terms of the Engineering Agreement for Plan M-346, N.H.D. Developments Industrial was required to complete construction of municipal services by October of 1984. It was not practical for the developer to complete the top course asphalt, sidewalks and boulevard sodding because all the lots had not been constructed on.

The Engineering and Works Department has received a revised Addendum No. 1 of the Engineering Agreement from the developer setting out a final completion date for all municipal services of October 31, 1987.

We have reviewed the Letter of Credit for Plan M-346 presently valued at \$115,437.00 and found there are sufficient securities to ensure that all outstanding services will be completed in accordance with the new schedule dates.

cont'd..... /2

6(a)

---2---

RECOMMENDATION:

That the City Clerk be authorized to incorporate the revised Addendum No. 1 into the Engineering Agreement for Plan M-346 setting out a new completion date of October 31, 1987 for the construction of all engineering works in N.H.D. Developments Limited Industrial Subdivision.

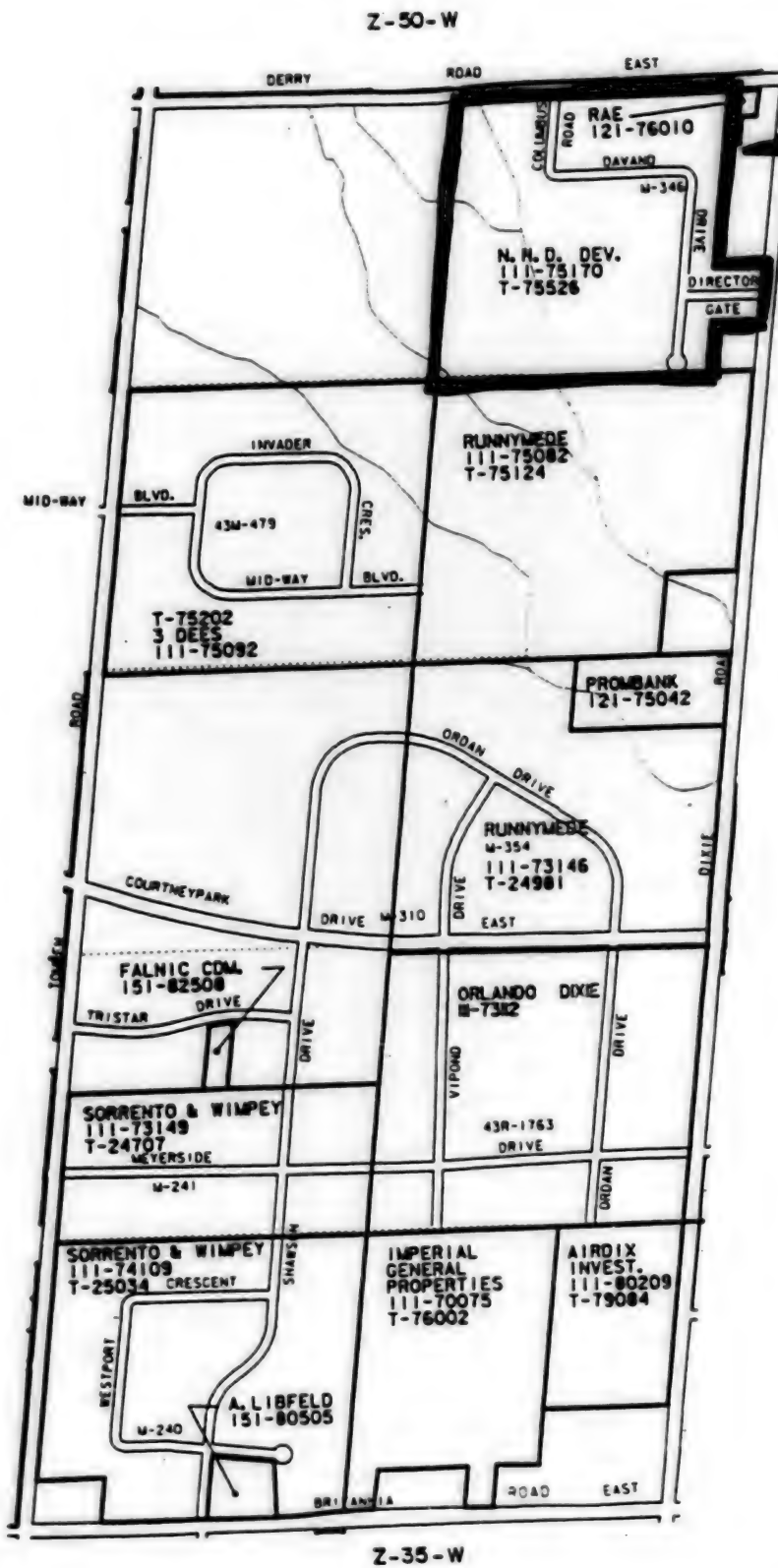
mm
M/ls
125E/67

Atch.

cc: D.A. Lychak
T.L. Julian
D. McFarlane
R.G. Charlton
R. Rinne
W.J. Richmond
K.A. Wagg

William P. Taylor
William P. Taylor, P. Eng.
Commissioner
Engineering and Works

(b)



Captioned site

Z-43-E

Z-42-E

Z-42-W

Z-35-W



City of Mississauga

MEMORANDUM

File Ref. 16 111 84217
11 141 00011

To Chairman and Members

From William P. Taylor, P. Eng.

Dept. of Operations & Works Committee

Dept. Engineering and Works

OPERATIONS/WORKS **MAR 23 1987**

February 19, 1987

SUBJECT: Extension of the scheduled completion dates as set out in Schedule F-1 of the Servicing Agreement for the construction of municipal works in the Lakeview Traders Subdivision, Plan 43M-586 located south of Eglinton Avenue East and west of Highway #403 (sketch attached).

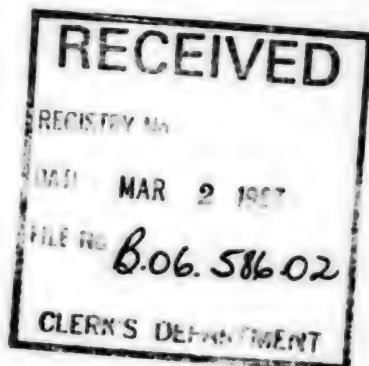
ORIGIN: Letter request from the Consulting Engineer for the developer, 400556 Ontario Limited (c/o Mr. S. D. Lawson, Lakeview Planning Consultants, Mississauga Executive Centre, Suite 250, Four Robert Speck Parkway, Mississauga, Ontario L4Z 1S1).

COMMENTS: Under the terms of the Servicing Agreement for Plan 43M-586, the developer, 400556 Ontario Limited was required to complete the construction of the sidewalks, curb and gutter and boulevard sodding on or before September 30, 1986 and to complete the fencing along Eglinton Avenue on or before August 31, 1985. It was not practical to conform to this deadline due to the volume of building construction which has occurred over the past two years.

The Engineering and Works Department has received a revised Schedule F-1 of the Servicing Agreement setting out the completion of the sidewalks, curb and gutter, boulevard sodding and the fencing along Eglinton Avenue on or before June 30, 1987.

We have reviewed the Letter of Credit for Plan 43M-586, presently valued at \$541,832.50 and found that these securities will ensure that all remaining works will be completed in accordance with the new scheduled dates.

cont'd..... /2



7(a)

---2---

RECOMMENDATION:

That the City Clerk be authorized to incorporate the revised Schedule F-1 into the Servicing Agreement for Plan 43M-586, setting out a new completion date of June 30, 1987 for the construction of the sidewalks, curb and gutter, boulevard sodding and the fencing along Eglinton Avenue in the Lakeview Traders Subdivision.

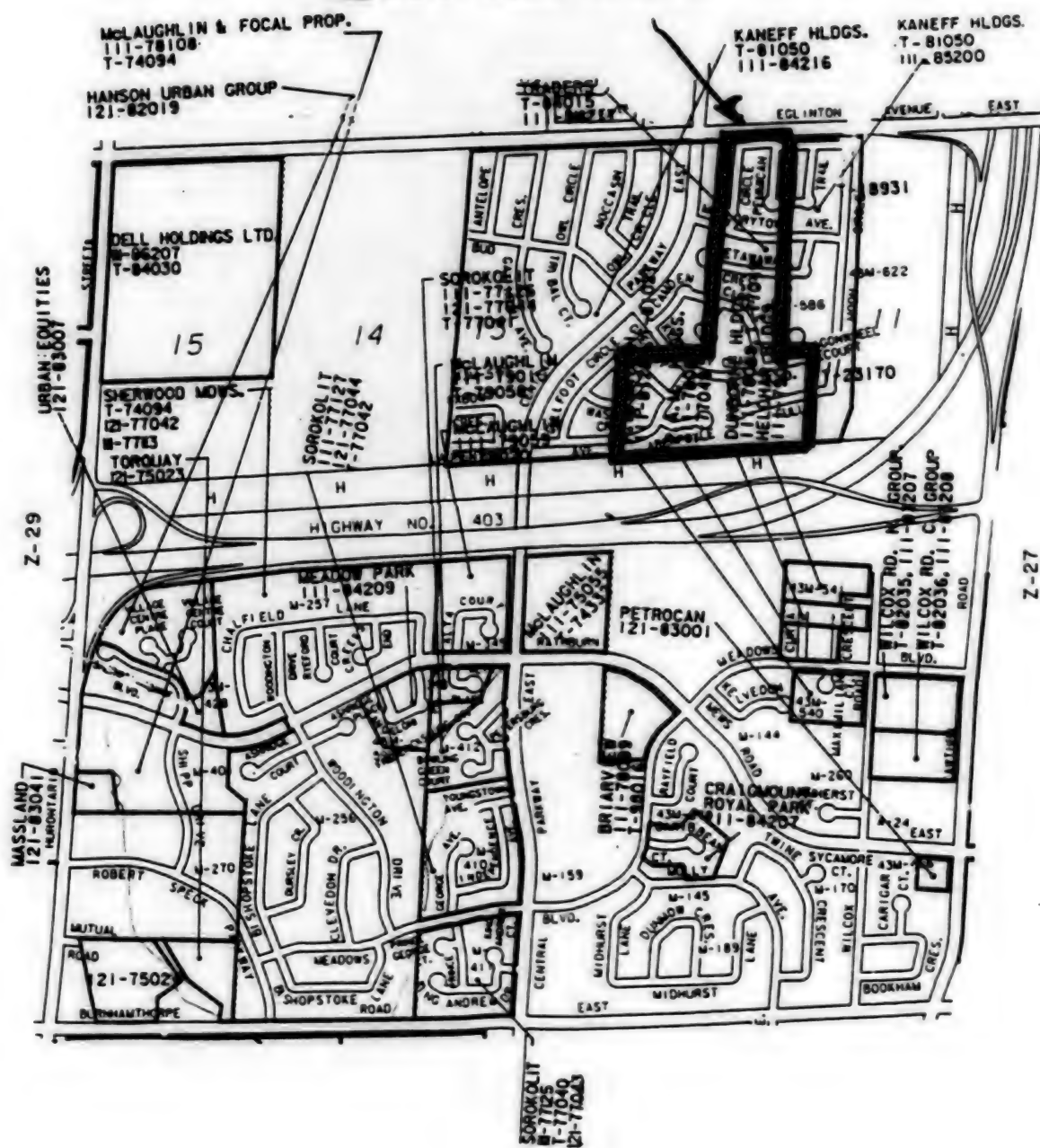
CPM
MM/lis
0525E/69/70

Attch.

cc: D.A. Lychak
T.L. Julian
D. McFarlane
R.G. Charlton
R. Rinne
W.J. Richmond
K.A. Wagg

William P. Taylor
William P. Taylor, P. Eng.
Commissioner
Engineering and Works

Z-36-W
Lakeview Traders
Subdivision





City of Mississauga

MEMORANDUM

FILES: 16 111 78151
16 111 69063
11 141 00045

8

To: Chairman and Members

From: W. P. Taylor

Dept: Operations and Works Committee

Dept: Engineering and Works

March 3, 1987

MAR 23 1987

OPERATIONS/WORKS

SUBJECT:

Draw on the developer's securities for the repair of retaining walls in the Walden Spinney Development, Plan 43R-6545, Plan 43R-10837, located north of Lakeshore Road and east of Southdown Road (sketch attached).

ORIGIN:

Engineering Agreement dated July 6, 1976, and a Servicing Agreement dated June 13, 1983, between New Peel Developments Corporation Limited, (1498 Marshwood Place, Mississauga, Ontario, L5J 4J6), the City of Mississauga and the Region of Peel.

COMMENTS:

Under the terms of the Development Agreements for Plans 43R-6545 and 43R-10837, Walden Spinney Subdivision, the developer was required to complete certain landscaping works which included the construction of timber retaining walls adjacent to the east leg of Walden Circle at Lakeshore Road. Recent site inspections conducted by staff have revealed that several timbers and tie backs have rotted causing structural integrity of the wall to be undermined. Letters dated November 14, 1986 and December 24, 1986 have been sent to the developer requesting that he arrange for the required repairs to restore these retaining walls to a structurally sound condition. No response has been received to date.

We are therefore recommending that the Commissioner of Engineering and Works be authorized to retain an independent consulting engineer to determine the extend of repair/reconstruction required to restore the retaining walls to a structurally sound condition and that the costs incurred by the City with respect to this investigation be drawn from the developer's securities which are comprised of performance bonds totalling \$539,520.00 and a cash deposit in the amount of \$10,000.00.

.../...

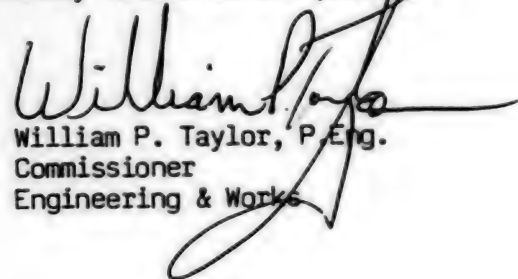


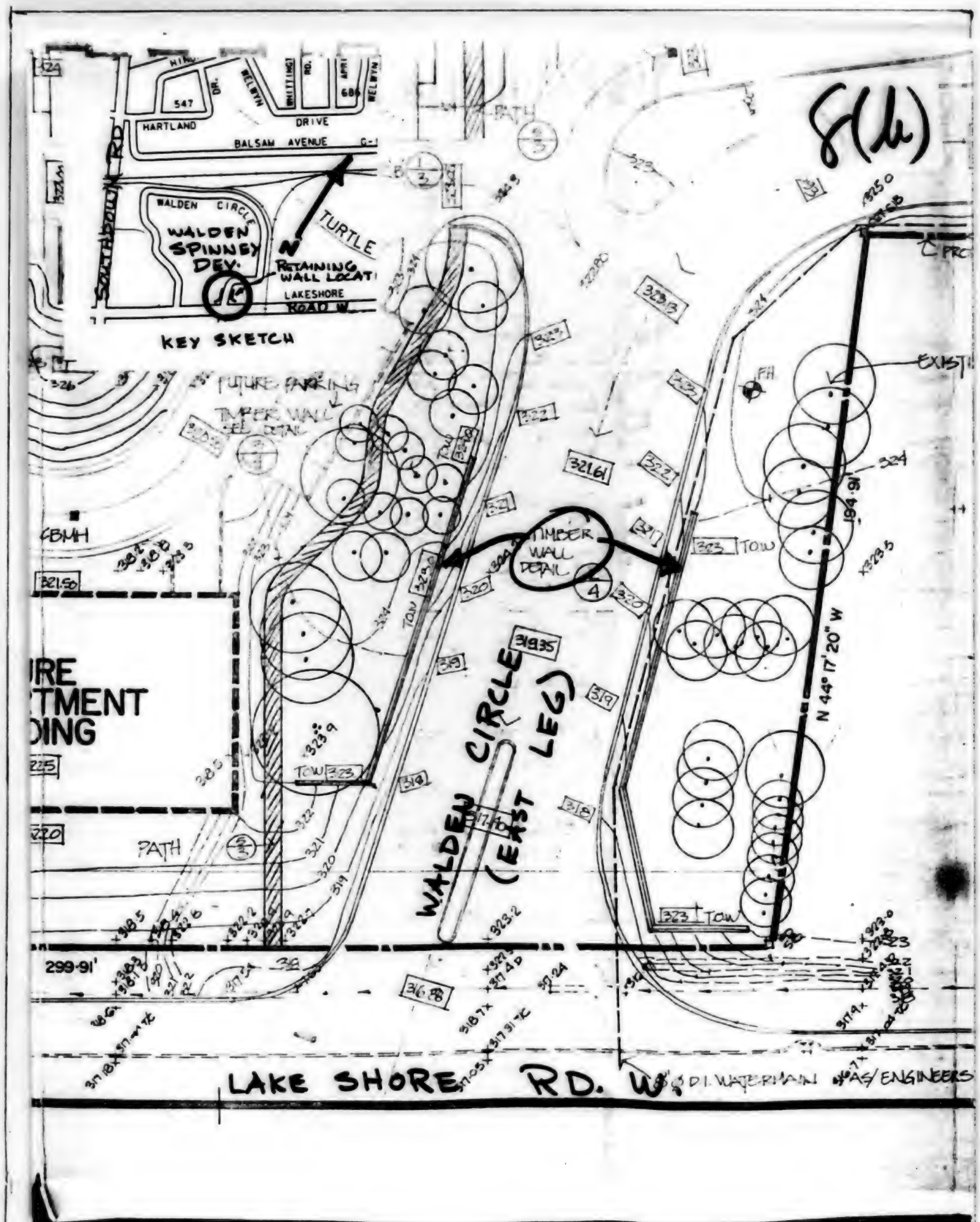
8/10/71

- RECOMMENDATIONS:
1. That with respect to The New Peel Development Corporation, Walden Spinney Subdivision, Plans 43R-6545 and 43R-10836, the Commissioner of Engineering and Works be authorized to engage an independent engineering consultant to determine the extent of repairs/reconstruction required to restore the existing retaining wall adjacent to the east leg of Walden Circle at Lakeshore Road to a structurally sound and certifiable condition.
 2. That based on the findings of the consulting engineer pursuant to Recommendation #1 above, the Commissioner of Engineering and Works submit a further report to the Operations and Works Committee recommending a proposal and a cost estimate for the required repairs to the retaining walls.
 3. That all expenses incurred by the City pursuant to Recommendations 1 and 2 above be drawn from the developer's securities currently valued at \$549,520.00.

SG/edm
D47:27E
Attach.

cc: W. H. Munden
R. G. Charlton
R. T. Rinne
W. J. Richmond
T. S. Osborne


William P. Taylor, P. Eng.
Commissioner
Engineering & Works





City of Mississauga

MEMORANDUM

FILES: 16 111 77068
16 111 77069
11 141 00045

To Chairman and Members

From W. P. Taylor

Dept. Operations and Works Committee

Dept. Engineering and Works

February 24, 1987

OPERATIONS/WORKS

MAR 23 1987

SUBJECT:

Draw on the developer's securities for the completion of municipal works in the Phedora Industrial Subdivision, Plan 43R-5634, C.A. 'B' 42-53/77-M, located south of The Queen Elizabeth Way and west of Southdown Road (sketch attached).

ORIGIN:

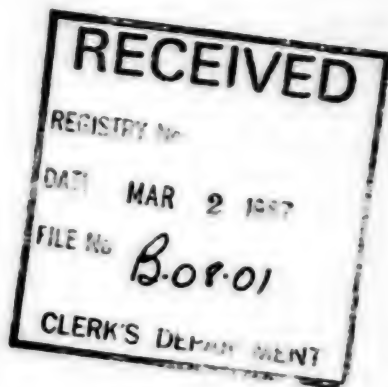
Engineering Agreement dated September 13, 1977, between Phi International Incorporated, (3087 Winston Churchill Boulevard, Mississauga, Ontario, L5L 2V8), the United Lands Corporation Limited (2275 Speakman Drive, Mississauga, Ontario, L5K 1B1), the City of Mississauga and the Regional Municipality of Peel.

COMMENTS:

In accordance with the requirements of Schedule 'D' of the Engineering Agreement for the subject development, the developer is required to construct certain storm sewer, sanitary sewer, watermain and roadworks to the satisfaction of the City and the Region. To date the developer has completed the required underground works and roadworks to base course of asphalt. Certain deficiencies are required to be rectified prior to the issuance of the final approvals for the underground works and an extensive list of repairs and placement of top course asphalt is required to complete the aboveground works.

In a letter dated December 19, 1986, this Department requested that the developer commit to the completion of the required repairs and remaining aboveground works on/or before the end of January, 1987. As no response has been received to date, we are recommending that the Commissioner of Engineering and Works be authorized to complete the outstanding municipal works required in accordance with the Engineering Agreement at the developer's expense. Preliminary cost estimates indicate that the value of the required repairs is approximately \$70,000.00. The value of the Letters of Credit securing the Engineering Agreement is currently \$94,750.00.

.../...



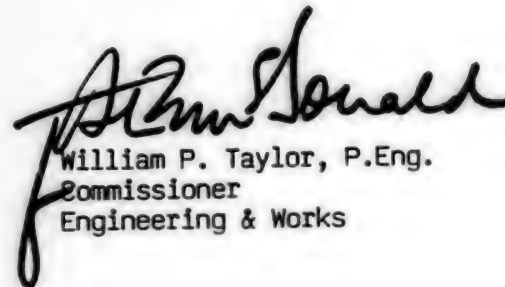
...2...

9(a)

- RECOMMENDATIONS:
1. That with respect to Phedora Industrial Subdivision, Plan 43R-5634, C.A. 'B' 44-53/77-M, located south of The Queen Elizabeth Way and west of Southdown Road, the City Treasurer be directed to draw on the full value of the Letter of Credit (current value \$94,750.00) securing the Engineering Agreement and deposit these funds in the subdivision repairs account P.N. 17 111 86157.
 2. That the Commissioner of Engineering and Works be authorized to complete the required repairs and outstanding municipal works in accordance with the requirements of the Engineering Agreement for Phedora Industrial subdivision, Plan 43R-5634, C.A. 'B' 44-54/77-M, utilizing funds drawn from the developers' Letters of Credit pursuant to Recommendation #1 above.
 3. That the Commissioner of Engineering and Works be authorized to retain the firm of F. J. Reinders and Associates, being the consulting engineers of record for Phedora Industrial Subdivision, to prepare cost estimates and supervise construction of the outstanding municipal works pursuant to Recommendation #2 above at an upset limit of \$5,000.00.

PG/edm
0347:27E
Attach.

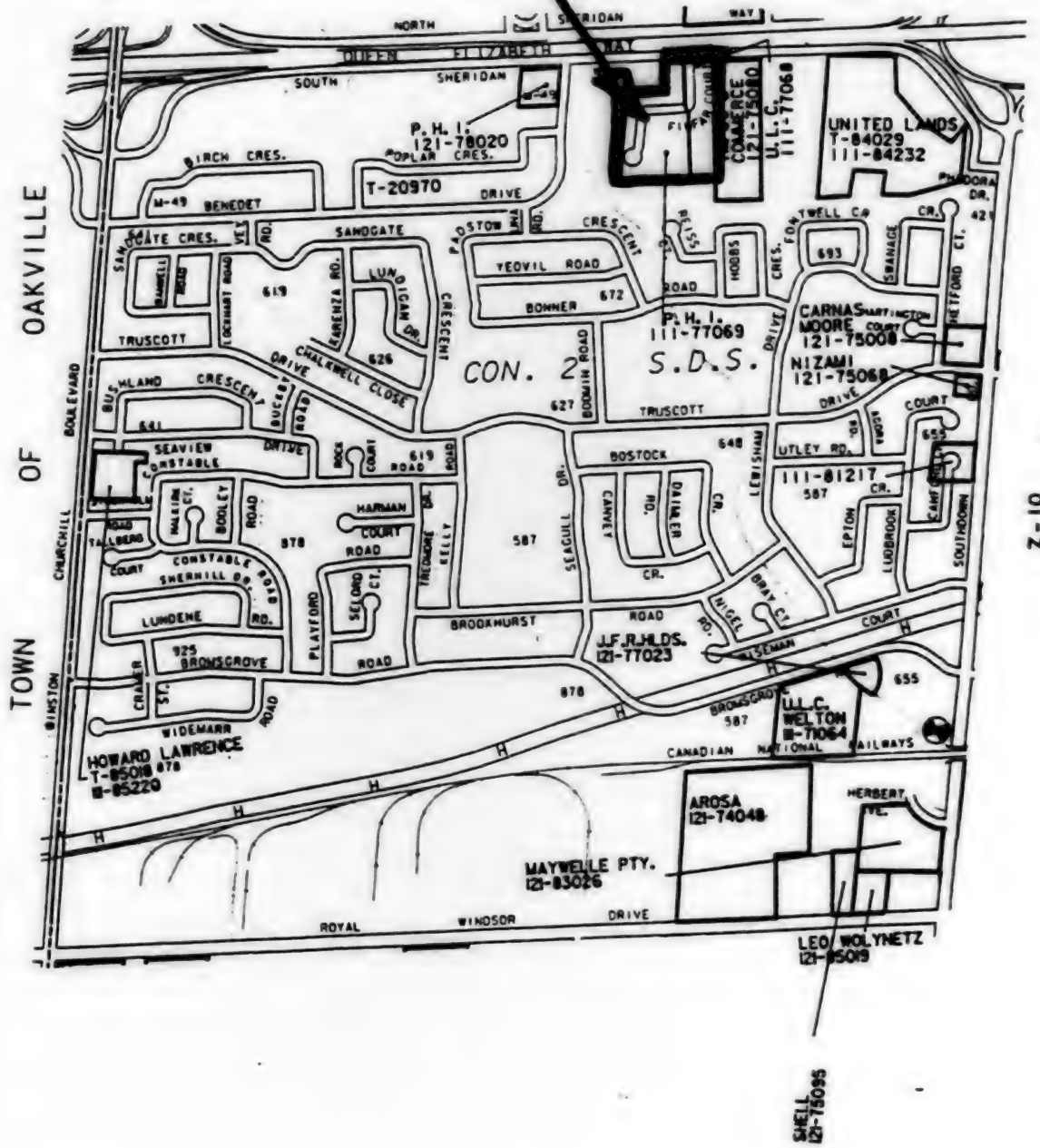
cc: W. H. Munden
R. G. Charlton
R. T. Rinne
W. J. Richmond
M. D. Zamojc - Region of Peel


William P. Taylor, P.Eng.
Commissioner
Engineering & Works

9(b)

Z-18

SUBJECT LANDS
PHEDORA IND. SUBD.
PLAN 43R-5634



Z-10

Z-4

Z-11



City of Mississauga

MEMORANDUM

File: 11 141 00045
13 211 00208

10

To Chairman and Members of

From William P. Taylor, P.Eng.,

Dept. Operations and Works Committee

Dept. Engineering & Works Dept.

March 6, 1987.

OPERATIONS/WORKS **MAR 23 1987**

SUBJECT:

Requests for Allocations of Supplementary Subsidy for Traffic Control Signals and the Central Traffic Control System - 1987.

SOURCE:

Engineering and Works Department.

COMMENTS:

The attached MR-A-15 and MR-A-16 forms indicate both the proposed Traffic Control Signal Program and Central Traffic Control System expenditures for 1987. The total estimated costs for subsidizable expenditures on the traffic control signals is \$228,980.00 based on carry-overs from the 1986 program and for the new traffic control signalizations proposed for 1987. These figures include seven percent for overhead. The requested subsidy is \$114,990.00. The total estimated City of Mississauga expenditure in 1987 for the Central Traffic Control System is \$140,715.00 including seven percent overhead. The requested subsidy is \$70,357.00.

RECOMMENDATIONS:

1. That the attached MR-A-15 and MR-A-16 forms requesting supplementary subsidy allocation in the amount of \$114,990.00 for the installation of traffic control signals be approved by Council for execution by the Mayor and Clerk and that they be submitted in duplicate to the Ministry of Transportation and Communications.
2. That the attached MR-A-15 and MR-A-16 forms requesting supplementary subsidy in the amount of \$70,357.00 for the Central Traffic Control System be approved by Council for execution by the Mayor and Clerk and that they be submitted in duplicate to the Ministry of Transportation and Communications.

William P. Taylor
William P. Taylor, P.Eng.,
Commissioner,
Engineering & Works Dept.

JL/dm
0491E
Attach.

FILE NO: A.02.03.02.07
J.05.86043

10(a)



Ministry of
Transportation and
Communications
Ontario

THE PUBLIC TRANSPORTATION AND HIGHWAY IMPROVEMENT ACT
REQUEST FOR SUPPLEMENTARY ALLOCATION OF SUBSIDY MONIES
FOR THE YEAR 19 87

Pursuant to The Public Transportation and Highway Improvement Act, the
Council

of the _____ City _____ of _____ Mississauga _____

hereby requests a supplementary allocation of subsidy monies for work on
traffic signals under its jurisdiction to support estimated expenditures
of: \$ 114,490.00 in accordance with The Public Transportation
and Highway Improvement Act. A detailed estimate of proposed
expenditures is attached showing how such allocation is proposed to be
spent.

This request for supplementary allocation of subsidy monies has been
authorized by Resolution of the

_____ Council of _____

under date of _____

(SEAL)

(MAYOR OR REEVE)

(CLERK)

NOTE: Any allocation of subsidy monies made pursuant to this request in
support of part or all of these proposed expenditures will be
calculated according to the Ministry's cost sharing formulae.

MR-A-15 85-04

1/10/21

		ESTIMATED	
		Total Expenditure	Subsidizable Expenditure
(A) Traffic Control Signals			
Location	Type of Structure		
(i) Total Carried Forward to Reverse Side			
(B) Roads and Streets			
Location	Nature of Work		
Carry-overs 1955			
Erindale Station Road and Central Parkway		\$ 2,000.00	
Erindale Station Road and Wolfedale Road		2,000.00	
1957 New Traffic Control Signals			
Winston Churchill Blvd. & Towne Road		55,000.00	
Lakeshore Road & Silver Birch Trail		55,000.00	
Bramalea Road & Drew Road		45,000.00	
Tomken Road and Willowbank Trail		55,000.00	
(ii) Total Carried Forward to Reverse Side		\$214,000.00	\$214,000.00
(C) Resurfacing Program			
Counties, Regions and			
Location	Large Lower Tier Only		
	Type of Surfacing		
(iii) Total Carried Forward to Reverse Side			
(D) Equipment and Housing (Rurals Only)			
(iv) Total Carried Forward to Reverse Side			

16207

THE CORPORATION OF THE _____ City _____ OF _____ Mississauga

PROGRAM OF PROPOSED EXPENDITURES FOR HIGHWAY IMPROVEMENT
FOR THE YEAR 19 _____

1. CONSTRUCTION	ESTIMATED		
	Total Expenditure	Subsidizable Expenditure	Subsidy
(A) Traffic Control Signals (i) Total From Reverse Side	\$214,000.00	\$214,000.00	\$107,000.00
(B) Roads and Streets (ii) Total From Reverse Side			
(C) Resurfacing (Upper Tier and Large Lower Tier Only) (iii) From Reverse Side			
(D) Equipment and Housing (Rural Only) (iv) From Reverse Side			
SUB-TOTAL (A) TO (D)			
(E) Overhead (7% in Urban Municipalities*)	\$ 14,980.00	\$ 14,980.00	\$ 7,490.00
(F) Towns & Villages only 30% of (A) Subsidizable Expenditure			
(1) TOTALS FOR CONSTRUCTION	\$228,980.00	\$228,980.00	\$114,490.00

NOTE: DETAILS OF THE CONSTRUCTION PROGRAM TO BE LISTED ON REVERSE SIDE

2. MAINTENANCE (FOR DEFINITIONS REFER TO FORM MR-A 113 AND MR-A 114).

(A) Bridges and Culverts			
(B) Roadside			
(C) Hardtop			
(D) Loose Top			
(E) Winter Control			
(F) Safety Devices			
(G) Miscellaneous			
SUB-TOTAL (A) TO (G)			
(H) Overhead (7% in Urban Municipalities*)			
(J) County Contributions to Urban Improvement (Counties Only)			
(K) Towns & Villages - 30% of (A) Subsidizable Expenditure			
(2) TOTALS FOR MAINTENANCE			
GRAND TOTALS (1) + (2)			

I hereby certify that the above program of proposed expenditures has been adopted by
resolution of the Council of the Corporation of the _____ City _____ of Mississauga.

DATE: _____

CLERK OF THE MUNICIPALITY

* OVERHEAD - For rurals, the construction overhead 1 (E) is to be 7% of the estimated
subsidizable construction expenditures for (A) Bridges & Culverts, (B) Roads and
Streets and (C) County, Region and Large Lower Tier Resurfacing Program and the balance
of actual overhead is then shown as maintenance overhead 2(H).



Ministry of
Transportation and
Communications

10(d)

THE PUBLIC TRANSPORTATION AND HIGHWAY IMPROVEMENT ACT
REQUEST FOR SUPPLEMENTARY ALLOCATION OF SUBSIDY MONIES
FOR THE YEAR 19 87

Pursuant to The Public Transportation and Highway Improvement Act, the
Council

of the City of Mississauga

hereby requests a supplementary allocation of subsidy monies for work on
Central Traffic Control System under its jurisdiction to support estimated expenditures
of: \$ 140,715.00 in accordance with The Public Transportation
and Highway Improvement Act. A detailed estimate of proposed
expenditures is attached showing how such allocation is proposed to be
spent.

This request for supplementary allocation of subsidy monies has been
authorized by Resolution of the

Council of

under date of

(SEAL)

(MAYOR OR REEVE)

(CLERK)

NOTE: Any allocation of subsidy monies made pursuant to this request in
support of part or all of these proposed expenditures will be
calculated according to the Ministry's cost sharing formulae.

MR-A-15 85-04

10(2)

CONSTRUCTION			
(A) Central Traffic Control System			
Location	Type of Structure		
(i) Total Carried Forward to Reverse Side			
(B) Roads and Streets			
Location	Nature of Work		
City of Mississauga Portion		\$131,510.00	\$131,510.00
(ii) Total Carried Forward to Reverse Side		\$131,510.00	\$131,510.00
(C) Resurfacing Program			
		Counties, Regions and	
Location	Large Lower Tier Only		
	Type of Surfacing		
(iii) Total Carried Forward to Reverse Side			
(D) Equipment and Housing (Rurals Only)			
(iv) Total Carried Forward to Reverse Side			

THE CORPORATION OF THE City OF Mississauga
PROGRAM OF PROPOSED EXPENDITURES FOR HIGHWAY IMPROVEMENTS
FOR THE YEAR 19 1988

	Total Expenditure	ESTIMATED Subsidizable Expenditure	Subsidy
1. CONSTRUCTION			
(A) Central Traffic Control System (i) Total From Reverse Side	\$131,510.00	\$131,510.00	\$65,755.00
(B) Roads and Streets (ii) Total From Reverse Side			
(C) Resurfacing (Upper Tier and Large Lower Tier Only) (iii) From Reverse Side			
(D) Equipment and Housing (Rural Only) (iv) From Reverse Side			
SUB-TOTAL (A) TO (D)			
(E) Overhead (7% in Urban Municipalities*)	\$ 9,205.00	\$ 9,205.00	\$ 4,602.50
(F) Towns & Villages only 30% of (A) Subsidizable Expenditure			
(1) TOTALS FOR CONSTRUCTION	\$140,715.00	\$140,715.00	\$70,357.50

NOTE: DETAILS OF THE CONSTRUCTION PROGRAM TO BE LISTED ON REVERSE SIDE

2. MAINTENANCE (FOR DEFINITIONS REFER TO FORM MR-A 113 AND MR-A 114).

(A) Bridges and Culverts			
(B) Roadside			
(C) Hardtop			
(D) Loose Top			
(E) Winter Control			
(F) Safety Devices			
(G) Miscellaneous			
SUB-TOTAL (A) TO (G)			
(H) Overhead (7% in Urban Municipalities*)			
(J) County Contributions to Urban Improvement (Counties Only)			
(K) Towns & Villages - 30% of (A) Subsidizable Expenditure			
(2) TOTALS FOR MAINTENANCE			
GRAND TOTALS (1) + (2)			

I hereby certify that the above program of proposed expenditures has been adopted by resolution of the Council of the Corporation of the City of Mississauga.

DATE: _____

CLERK OF THE MUNICIPALITY

- * **OVERHEAD** - For rurals, the construction overhead 1 (E) is to be 7% of the estimated subsidizable construction expenditures for (A) Bridges & Culverts, (B) Roads and Streets and (C) County, Region and Large Lower Tier Resurfacing Program and the balance of actual overhead is then shown as maintenance overhead 2(H).



City of Mississauga

MEMORANDUM

File: 11 141 00045
12 111 00014

To: Chairman and Members of
Operations and Works Committee.

From: William P. Taylor, P.Eng.,
Engineering and Works Dept.

October 2, 1986

OPERATIONS/WORKS OCT 29 1986

SUBJECT: Proposed Street Names - City Reserve List
Councillor L. Taylor

SOURCE: Engineering and Works Department OPERATIONS/WORKS NOV 23 1987

COMMENTS: Councillor L. Taylor submitted the following names as proposed street names to be added to the City of Mississauga Street Names Reserve List:

Greenwich Park
Langton Green

8297

OCT 15 1986

F02-07

The submission was reviewed by the Region of Peel Street Names Committee at their meeting of October 1, 1986 and was not approved.

Greenwich Park conflicts with an existing street, Greenwich Circle, in Brampton.

Langton Green would be confused with Langston Drive, an existing street in Brampton.

RECOMMENDATION: That Greenwich Park and Langton Green not be added to the City of Mississauga's Street Names Reserve List.

William P. Taylor

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department.

DWR/dm
0491E

cc: Councillor L. Taylor



City of Mississauga

MEMORANDUM

FILES: 16 121 00045

12

To Chairman and Members of

From William P. Taylor, P. Eng.

Dept Operations & Works Committee

Dept Engineering and Works

OPERATIONS/WORKS **MAR 23 1987**
February 5, 1987.

SUBJECT: Proposed Street Names
First City Developments 21T-86048M

SOURCE: Engineering and Works

COMMENTS: Team Three submitted the following names as proposed
street names for the above noted subdivision.

Bayou	Orchid
Columbine	Papyrus
Crosshill	Prairie
Everglade	Redwood
Grossbeak	Riversedge
Honeysuckle	Saltmarsh
Lady Slipper	Sundew
Lavender	Water Hyacinth
Mangrove	Water Lily
Marmot	Watersedge

This submission was reviewed by the Region of Peel Street
Names Committee at their meeting of February 4, 1987 and
the following names were approved.

Columbine	Prairie
Crosshill	Saltmarsh
Grossbeak	Sundew
Lady Slipper	Water Lily

The other names were refused because of duplications,
confusion with similar named streets or pronunciation
difficulties.

.....?

12/6/1

13/1

RECOMMENDATION:

That Team Three be advised that the following names have been approved as street names for the First City Developments 21T-86048M.

Columbine

Grosshill

Grossbeak

Lady Slipper

Prairie

Saltmarsh

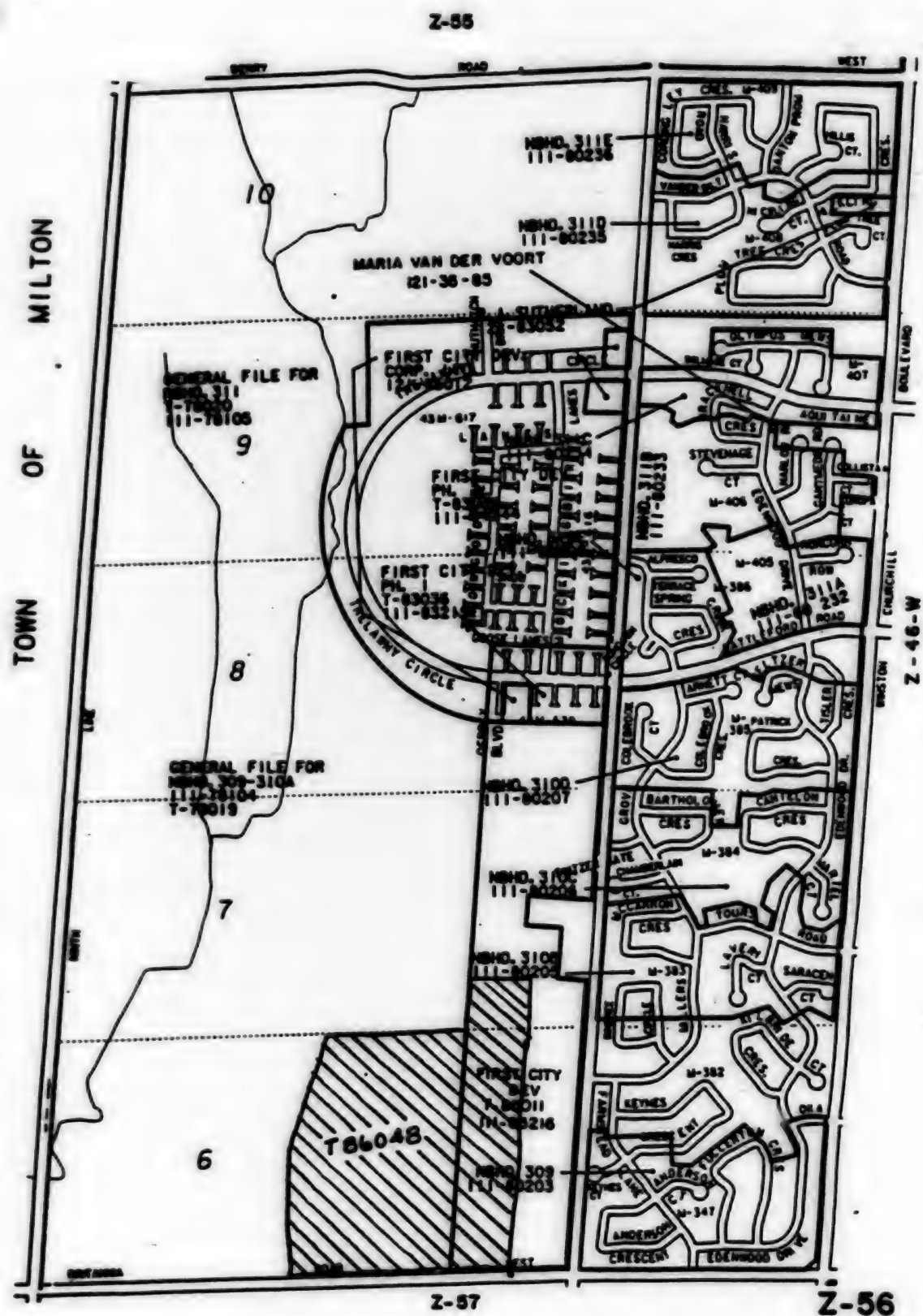
Sundew

Water Lily

OPT
OPT/gb

William P. Taylor, P. Eng.
Commissioner
Engineering and Works

cc: Councillor T. Southorn





13

City of Mississauga

MEMORANDUM

File: 11 141 00045
12 111 00014

14

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering & Works Dept.

February 26, 1987

MAR 25 1987

OPERATIONS/WORKS

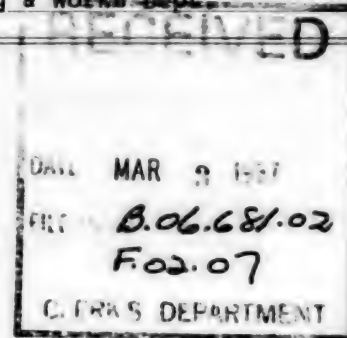
SUBJECT: Proposed Street Name Change
43M-682 - 21T-83030M
Neighbourhoods 10 and 11 - Central Erin Mills

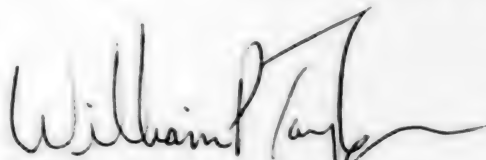
SOURCE: Engineering and Works

COMMENTS: The Erin Mills Development Corporation has requested that Monkswood Trail be renamed Bay Villa Avenue. Erin Mills Development Corporation has requested this change on behalf of the Daniels Group, who are developing two blocks of land adjacent to Monkswood Trail. The Daniels Group have agreed to assume any costs involved in this name change.

The request was reviewed by the Region of Peel Street Names Committee at their meeting of February 4, 1986 and approved.

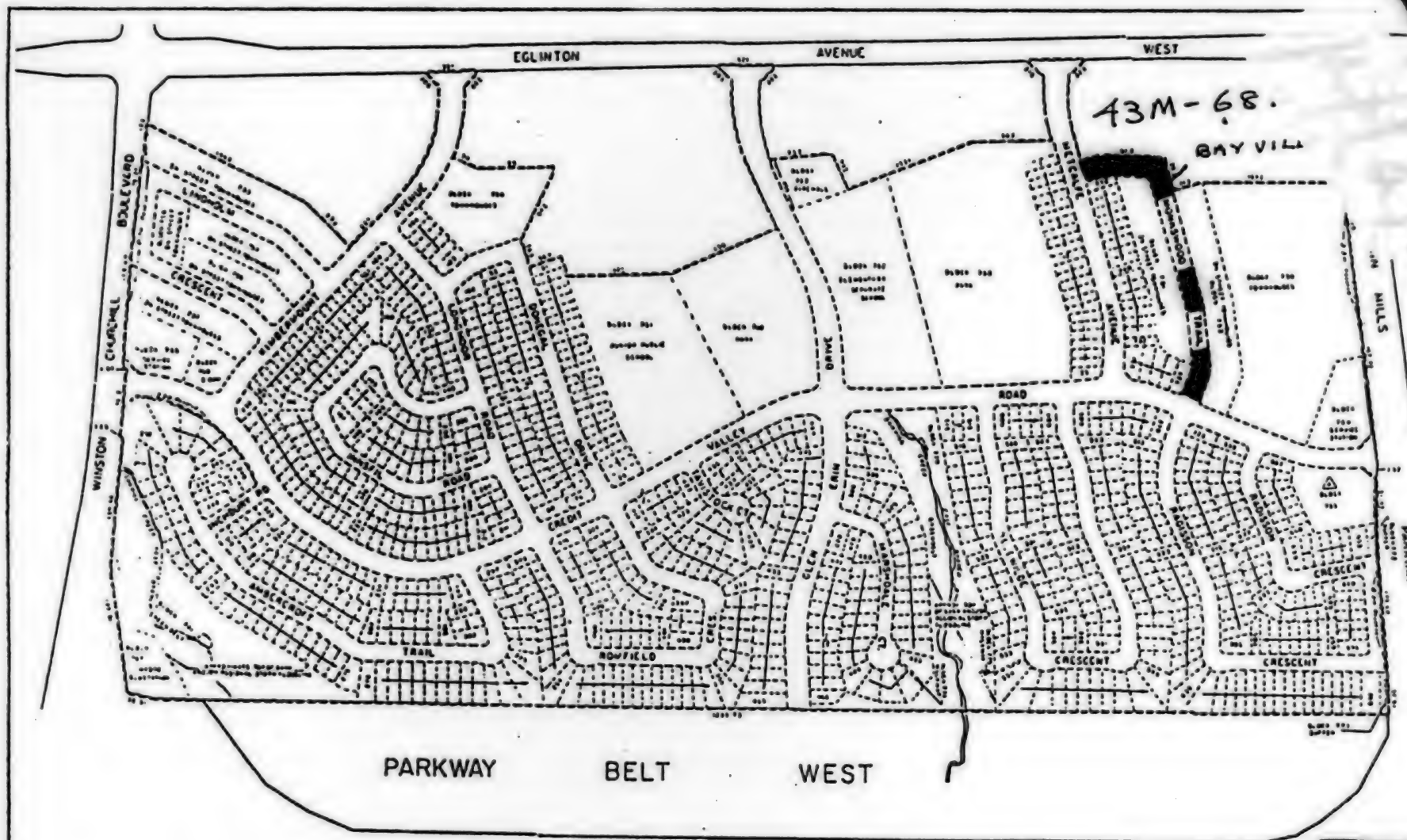
RECOMMENDATION: That Monkswood Trail be renamed Bay Villa Avenue and that the street be double signed for six months and that all associated costs for this street name change be charged to the Daniels Group.



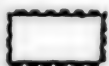

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works.

0491E

cc: Councillor T. Southorn, Ward 9
O. Termini
M. Cohen Daniels Group
S. Glogowski, Erin Mills Development Corp.



APPLICATION: ERIN MILLS DEVELOPMENT CORPORATION



AREA OF DRAFT
PLAN T-83030

CITY OF MISSISSAUGA PLANNING DEPARTMENT

SCALE: 0 20 40 60 80
FILE# - T-83030
DWG# 717
DATE: 1985, OCT. 22

13/29



City of Mississauga

MEMORANDUM

To CHAIRMAN AND MEMBERS OF THE
Dept. OPERATIONS AND WORKS COMMITTEE

From L. W. Stewart, Q.C.
Dept. City Solicitor

February 25, 1987

OPERATIONS/WORKS

MAR 23 1987

SUBJECT: Standby Diesel Power Generating Station to be constructed by The Regional Municipality of Peel for Sanitary Sewer purposes upon that part of the Public Highway known as Silverbirch Trail south of Marshwood Place.

ORIGIN: Application for building permit by The Regional Municipality of Peel

COMMENTS: The Regional Municipality of Peel requires a standby diesel generating station for the purpose of generating emergency power for pumps being part of the sanitary sewer system, during times of power failure. The Regional Municipality of Peel is unable to obtain a building permit for these works until such time as Council has enacted a by-law under paragraph 112 of Section 210 of the Municipal Act, R.S.O. 1980, c. 302, authorizing the works.

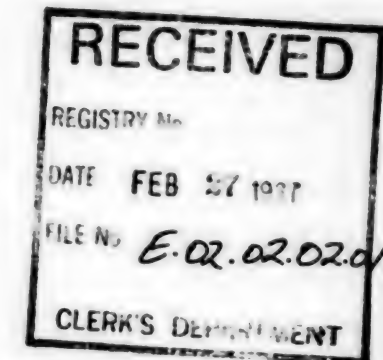
We are advised by the Property Section of the Clerk's Department that it is in order to proceed to allow the construction of these works at this location, as proposed by The Regional Municipality of Peel. The portion of the highway involved is the "stop end" of Silverbirch Trail which is therefore not used for through traffic.

RECOMMENDATION

That a by-law be enacted under paragraph 112 of Section 210 of the Municipal Act, R.S.O. 1980, c. 302, authorizing the construction of the standby diesel power generating station by The Regional Municipality of Peel as proposed in the Region's application for a building permit.

RG:aa
encl.

L.W. STEWART, Q.C.
CITY SOLICITOR





City of Mississauga

MEMORANDUM

15

To OPERATIONS AND WORKS COMMITTEE

From Terence L. Julian

Dept. _____

Dept. City Clerk

February 23, 1987

MAR 23 1987

OPERATIONS/WORKS

LADIES AND GENTLEMEN:

SUBJECT:

Request for permanent easement by
Hydro Mississauga on City Parkland
Part of Block 233, Registered Plan 43M-642 and
Block 47, Registered Plan 43M-703,
Parts 2, 3 and 8, Plan 43R-14052
File: B.06.642.06

ORIGIN:

Letter from Hydro Mississauga of December 15, 1986.

COMMENTS:

Hydro Mississauga has requested the City to grant a
permanent easement for their electrical distribution
facility over parkland west of Durie Road described as
Parts 2, 3 and 8 on Plan 43R-14052.

The Recreation and Parks Department has reviewed the
request and are in favour of granting the easement.

RECOMMENDATION:

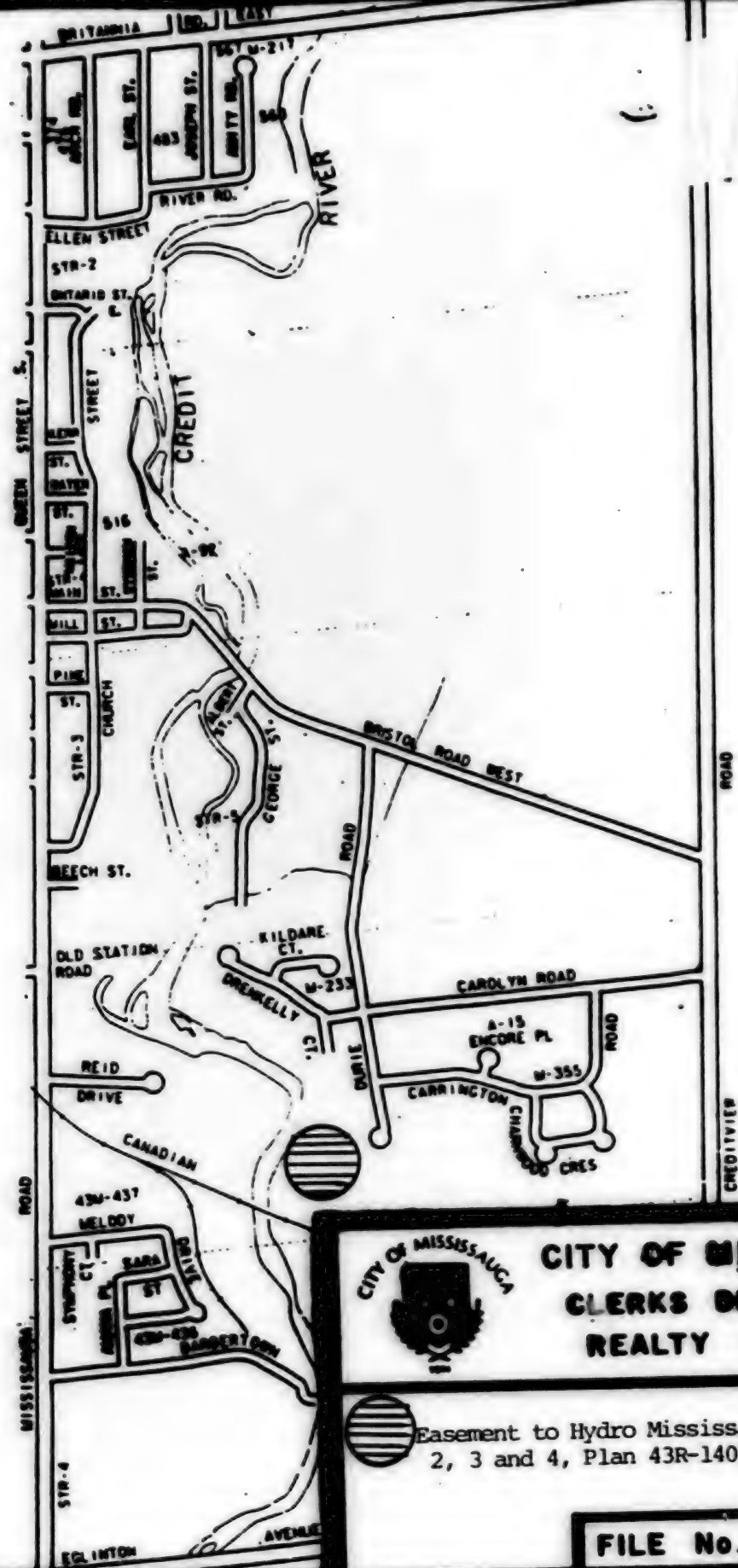
That a By-law be enacted authorizing execution of a
Transfer of Easement in favour of Hydro Mississauga over
Parts of Block 233, Registered Plan 43M-642 and Block 47,
Registered Plan 43M-703, Parts 2, 3 and 8 on Plan
43R-14052.


Terence L. Julian, A.M.C.T., C.M.C.
City Clerk


PJS/as

15/a)

Z-39-E



**CITY OF MISSISSAUGA
CLERKS DEPARTMENT
REALTY SERVICES**



Easement to Hydro Mississauga, Parts
2, 3 and 4, Plan 43R-14052

FILE No B 06 551 06

Z-39



City of Mississauga

MEMORANDUM

Our file : 22 131 00003
11 141 00045

16

To: Chairman & Members of
Operations and Works Committee
Dept. _____

From: W. P. Taylor, P. Eng.
Engineering & Works Dept.
Dept. _____

OPERATIONS/WORKS **MAR 23 1987**

March 10, 1987

SUBJECT: 1987 C.V.C.A. Special Levy Projects Budget.
SOURCE: Credit Valley Conservation Authority
COMMENTS: The C.V.C.A. has submitted to the City their 1987 "Special Levy Projects" budget for Council's agreement to have the City designated the benefitting municipality for cost sharing purposes.

The following is a list of 1987 C.V.C.A. Special Levy projects which the Engineering & Works Department and the Recreation & Parks Department have reviewed and recommended for Council's approval:

1987 C.V.C.A. Special Levy Flood and Erosion Control Projects

<u>Item</u>	<u>Location</u>	<u>Description</u>	<u>Total Amount</u>	<u>City's Share</u>
				45%
1.	Cooksville Creek - Site 3 Upstream of Paisley Blvd. - floodproofing.	Construction	32,500	14,625.00
2.	Cooksville Creek - Site 5 Q.E.W. southerly	Holdback	1,500	675.00
3.	Cooksville Creek - Site 15 at Dundas St- floodproofing.	Construction holdbacks	10,600	4,770.00
4.	Cooksville Creek at C.N.R. . - floodproofing	Design	15,500	6,975.00
5.	Cooksville Creek at C.P.R. - floodproofing	Construction	133,000	59,850.00
6.	Cooksville Creek - floodline mapping	Design	55,000	5,500.00*
7.	Mississauga Ice Control structure - Credit River	Construction	340,500	153,225.00
8.	Wolfedale Creek	Construction	147,000	147,000.00**

..... continued

16(a)

Page 2....

<u>Item</u>	<u>Location</u>	<u>Description</u>	<u>Total Amount</u>	<u>City's Share</u> <u>45%</u>
9.	Mullet Creek at Erin Mills Parkway & C.P.R. Erosion Control	Construction	58,000	26,100.00
10.	Burns Property - Credit River & Mississauga Road Erosion Control & Slope Stability	Pre-design	20,000	9,000.00
11.	Sheridan Creek - Clarkson Road to Meadowwood Erosion control & slope stability.	Pre-design	10,000	4,500.00
12.	Watersedge Park	Shoreline Protection Works	86,400	38,880.00
13.	Credit River Valley lands Acquisition	Property Appraisal allowance	9,000	4,050.00
TOTAL			...	\$919,000
				\$475,150.00

Items 1 through 5 on the Cooksville Creek represent on-going flood protection works along the Cooksville creek to a minimum 100 yr. floodlevel.

* Item 6 is a mapping of the floodlines along the Cooksville Creek, cost sharable under the 1978 Federal/Provincial Agreement in the amount of 90% Federal, 10% City.

Item 7 - Mississauga Ice Control is carried over from 1986.

** Item 8 - Due to funding restrictions, a cap was placed on M.N.R. funding for the Wolfedale Creek project and therefore an amount of \$147,000.00 is indicated totally at City cost. It is recommended that the M.N.R. be requested to reconsider and provide their normal 45% participation on the City's share.

Item 9 - Mullet Creek at Erin Mills Parkway is the repair of severe bank and channel erosion occurring on the Mullet Creek east of Erin Mills Parkway bordering the C.P.R. trackage.

Item 10 - Burns Property (Credit River and Mississauga Road) and Item 11 - Sheridan Creek (Clarkson Road to Meadowwood Road) require erosion control and slope stability works bordering and on private lands. The City's share of 45% is based on the resident's dedicating gratuitously drainage easement that may be required. A further report will be submitted when the works and costs are defined.

..... continued

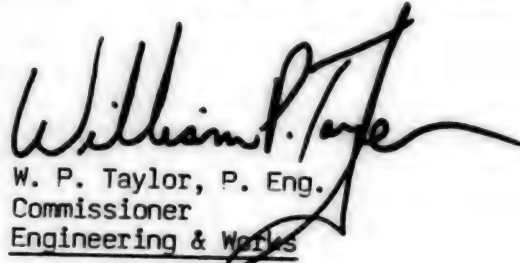
16th

COMMENTS (cont): Item 12 - Watersedge Park involves shoreline protection works with armour stone to repair existing shoreline works being eroded due to high water levels.

It should be noted that Shoreline Protection for eroding waterfront lands has not been cost shared previously with the C.V.C.A. and should in future C.V.C.A. budgets be designated from separate C.V.C.A./M.N.R. funding allocations. In addition, as shoreline protection works fall under Federal regulations, funding from this source should also be sought.

The C.V.C.A. is planning to undertake a study of the Credit River Watershed in 1988. Staff believe that this study should be commenced in 1987 in view of the rapid development occurring within the watershed in Mississauga and Brampton and the flood & erosion concerns have been expressed by the Golf Clubs located with the Credit River floodplain including bank erosion concerns expressed by residents on the Credit River.

- RECOMMENDATIONS:
1. That the City of Mississauga advise the C.V.C.A. and the Region of Peel that the City agrees to be designated the cost sharing area for those special project items 1 through 13 included in the Commissioner of Engineering & Works report dated March 10, 1987,
 2. Further, that Council recommends that the C.V.C.A. move up their planned study of the Credit River watershed to examine the impact of existing and planned development on the Credit River to 1987.
 3. That the C.V.C.A./M.N.R. be requested to review the cap on their financial participation in Item 8 - Wolfedale Creek on the basis that normal M.N.R. subsidy of 55% be applied to the \$147,000.00 in funding outstanding.
 4. That the C.V.C.A. and M.N.R. be requested to establish separate funding allocation in future for shoreline protection works in Mississauga and seek Federal funding for same.


W. P. Taylor, P. Eng.
Commissioner
Engineering & Works

JVF:sa
333E/22E

cc : Mr. D. Lychak
I. Scott



City of Mississauga

MEMORANDUM

To: Chairman and Members of the
Operations and Works Committee

From: Wm. P. Taylor, Commissioner
Dept. Engineering and Works

Files: 11 141 00045
15 111 00010

OPERATIONS/WORKS

MAR 23 1987

March 3, 1987

SUBJECT: Curbside Recycling
ORIGIN: Engineering and Works Department

COMMENTS: For the information of the Committee the following amount of materials have been collected for recycling. As you are aware, January 1 to May 31, 1986 was under our previous contract which covered paper only. Effective June 1, 1986, we commenced the curbside recycling programme involving all three materials, newspaper, glass and tin.

1986	TOTAL TONS GARBAGE COLLECTED AT CURBSIDE	NEWSPAPER TONS	GLASS TONS	TIN TONS	TOTAL AMOUNT RECYCLED	% OF TOTAL RECYCABLE
June 1 to Dec.31	64657.86	5580.91	3245.05	444.78	9270.74	14.3
1987						
Jan.1 to Jan.31	7139.28	693.70	208.14	97.22	999.06	14.0

RECOMMENDATION: That the report submitted by Wm. P. Taylor, Commissioner of Engineering and Works, dated March 3, 1987, with respect to curbside recycling be received.

Wm. P. Taylor
Wm. P. Taylor, P. Eng.
Commissioner
Engineering and Works

AEM:dbw

RECEIVED

REGISTRY NO.

DATE MAR 6 1987

FILE NO. F.05-0405

CLERK'S DESK



City of Mississauga

MEMORANDUM

File Ref. 16 111 79117
11 141 00045

18

To Mayor and Members of
Operations & Works Committee
Dept

RECEIVED

From William P. Taylor, P. Eng.

REGISTRY No

Dept. Engineering and Works

DATE MAR 9 1987

FILE No. B-06-48202

March 4, 1987

CLERK'S DEPARTMENT

MAR 23 1987

OPERATIONS/WORKS

SUBJECT:

Assumption of the municipal services constructed by Ventro Construction Limited, Plan 43M-482, located north of Burnhamthorpe Road East and east of Tomken Road (sketch attached).

ORIGIN:

Servicing Agreement between Ventro Construction Limited (1055 Wilson Avenue, Suite 606, Downsview, Ontario M3K 1Y9, Attention: Mr. F.J. Ternoway), the City of Mississauga and the Region of Peel dated October 12, 1982.

COMMENTS:

As far as the Engineering and Works Department is concerned, the developer of Plan 43M-482, Ventro Construction Limited, has complied with all the requirements of the Servicing Agreement for the installation of municipal services.

It is now in order for the City to assume the municipal works in Plan 43M-482.

- RECOMMENDATIONS: 1. That the City of Mississauga assume the municipal services as constructed by Ventro Construction Limited under the terms of the Servicing Agreement for Plan 43M-482, located north of Burnhamthorpe Road East and east of Tomken Road.
2. That the Commissioner of Finance and Treasury be authorized to release the Letter of Credit for Plan 43M-482, currently valued at \$139,950.61.

cont'd/2

18(a)

File Ref. 16 111 79117
11 141 00045

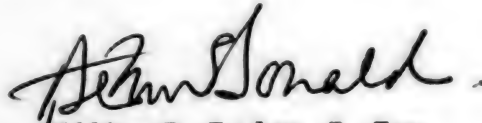
---2---

3. That a by-law be enacted establishing the road allowance within Plan 43M-482, as a public highway and part of the municipal system of the City of Mississauga.

mm
MM/lb
0525E/71

A

cc: Councillor M. Prentice
W.H. Munden
P. Marchiori
R.G. Charlton
R. Rinne
W.J. Richmond
D.J. Debenham
L.J. Harvey
J.D. McKichan - Region of Peel

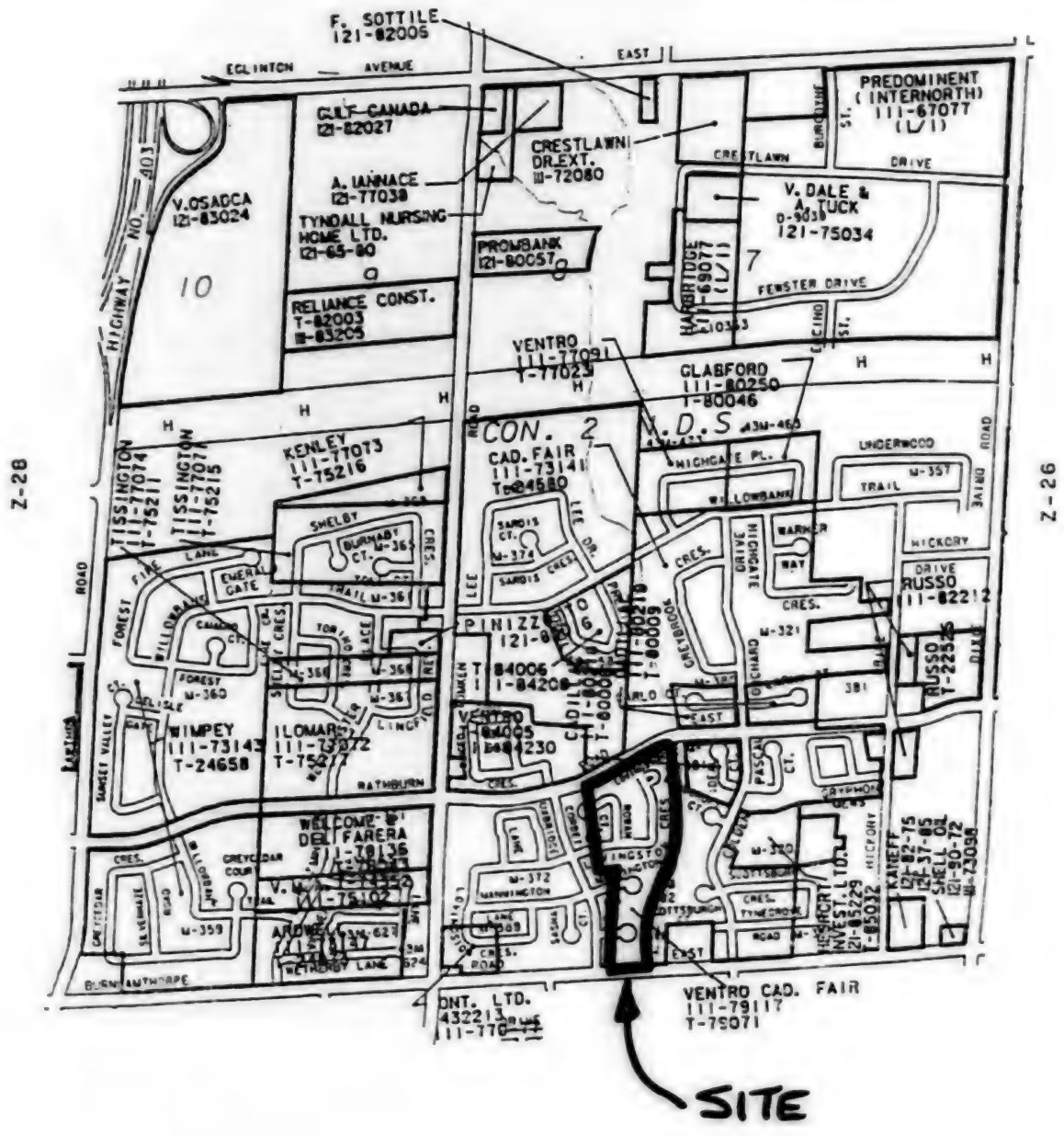

William P. Taylor, P. Eng.
Commissioner
Engineering and Works

Mayor and members of
Operations and Works Committee

18(h)

Z-36-E

Z-35-W



Z-20

Z-27



19

City of Mississauga

File: 11 141 00045
11 161 00011
13 211 00031

MEMORANDUM
RECEIVED
REQUEST No.
MAR 17 1987
F.06.04.02
CLERK'S DEPARTMENT

To: Chairman and Members of
Operations and Works Committee.
Dept.

William P. Taylor, P.Eng.,
Engineering & Works Dept.

February 27, 1987.

OPERATIONS/WORKS MAR 23 1987

SUBJECT: Parking prohibition - Sawmill Valley Drive, north of Polkway Drive.

SOURCE: Request for Report No. 339-86.

COMMENTS: Council at its meeting of November 24, 1986 requested the Engineering Department to respond to a petition submitted by Robert and Sylvia Waller, 4280 Sawmill Valley Drive, concerning a proposed parking prohibition on Sawmill Valley Drive, north of Polkway Drive.

This petition was submitted in response to a letter of information to the thirty-one affected residents by the Engineering Department on October 7, 1986.

We have reviewed the concerns of the residents in opposition and find no reasons which would cause us to alter our original proposal to prohibit parking around the curves.

The Engineering Department had received complaints from area residents concerned about accessibility to their area of the subdivision through this "S" curve area which is continually restricted by parked vehicles on both sides of Sawmill Valley Drive around these curves. The Engineering Department reviewed this area and found that within this section of Sawmill Valley Drive there are two ninety degree curves, back-to-back. When parking occurs around these curves and on both sides of the street between them, through traffic is very restricted. This is an unsafe and undesirable situation for the neighbourhood as this is the main access into the subdivision. Further, we have determined that when on-street parking occurs, most vehicles are parked illegally, encroaching upon residential driveways.

Therefore, to reduce congestion and ensure two-way unobstructed traffic flow, the Engineering Department suggests restricting parking around the curves, both sides, and between the curves on the south and west sides of Sawmill Valley Drive.

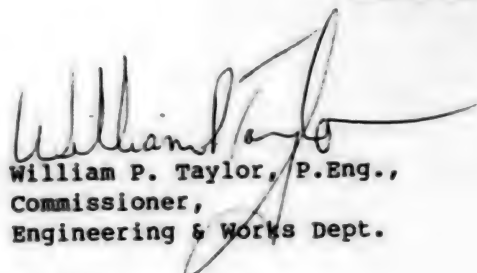
.../2

We do not feel that this prohibition will greatly interfere with the day to day life of these residents, but improve the level of safety for pedestrians and traffic in the entire neighbourhood. Sawmill Valley Drive services approximately 150 residences. Most residents in the affected area have 200% on-site parking and some 300% or even 400% which should be quite sufficient. Parking for visitors or extra vehicles is available for a maximum of 3 hours, on the west side of Sawmill Valley Drive, north of the curves, parallel to Erin Mills Parkway. This is only a short walk away and a minor inconvenience for the interest of safety.

Upon reviewing this matter again, we are still of the opinion that the parking restrictions are necessary and reasonable and should proceed. Councillor Mahoney has indicated that he is in full agreement with our recommendations.

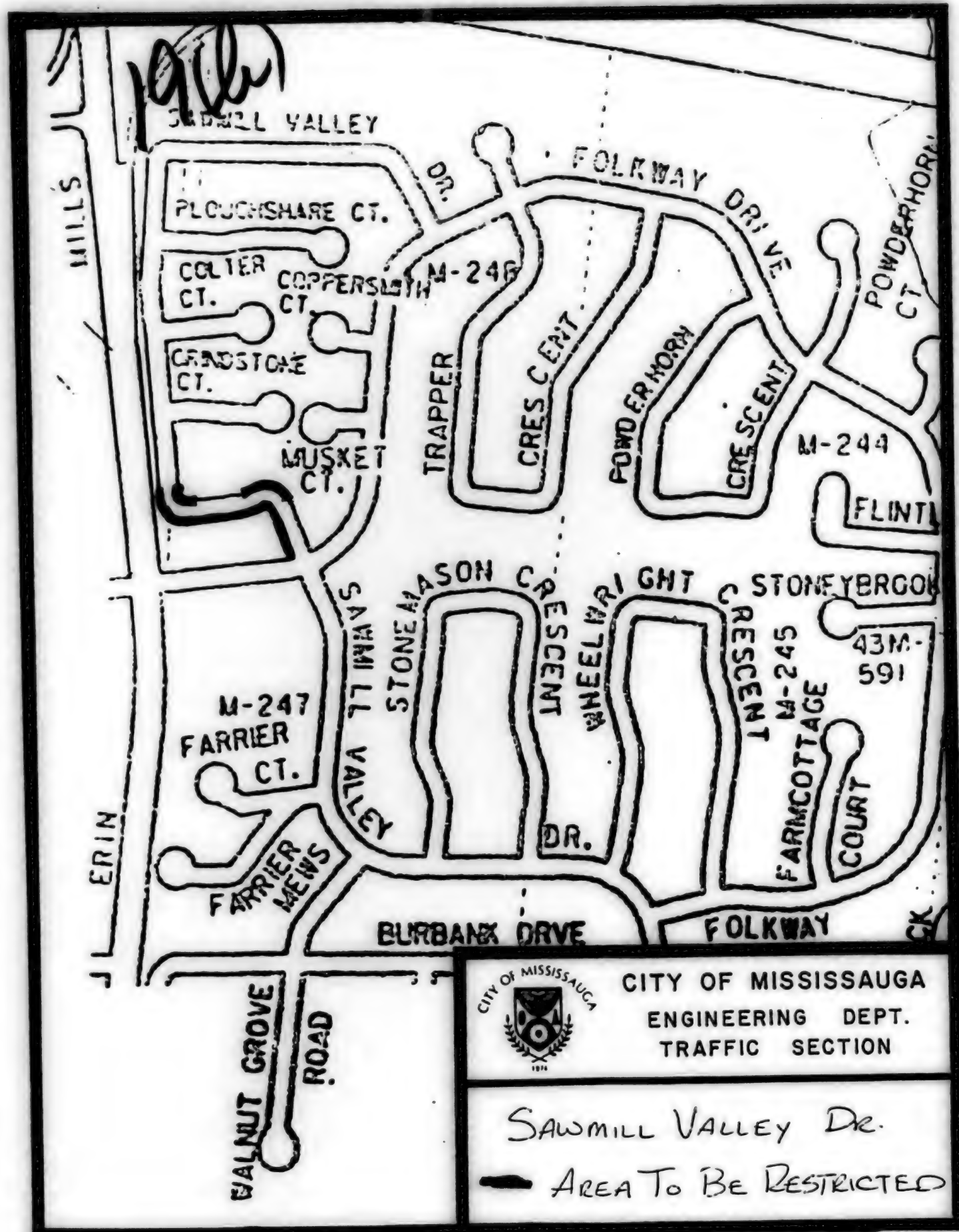
RECOMMENDATIONS: That a by-law be passed authorizing a no parking anytime prohibition on Sawmill Valley Drive.

- (a) From a point 45 metres (147 ft.) north of Folkway Drive and a point 66 metres (221 ft.) north-westerly thereof, east and north side.
- (b) From a point 144 metres (472 ft.) north of Folkway Drive and a point 45 metres (147 ft.) north-westerly thereof, north and east side.
- (c) Between Folkway Drive and a point 190 metres (623 ft.) north-westerly thereof, south and west side.


William P. Taylor, P.Eng.,
Commissioner,
Engineering & Works Dept.

MJP/dab
0487E

19/10





City of Mississauga

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00045

20

To Chairman and Members of
Operations and Works Committee.
Dept. _____

From William P. Taylor, P.Eng.,
Dept. Engineering & Works Dept.

March 4, 1987.

OPERATIONS/WORKS MAR 23 1987

SUBJECT: Extended parking on Bow River Crescent.

SOURCE: Councillor Southorn, Ward 9.

COMMENTS: A number of complaints have been submitted through Councillor Southorn's office concerning the extended parking on the north side of the north leg of Bow River Crescent.

The problems arise when vehicles are parked on the south side of this roadway opposite the extended parking area. This obstructs the flow of through traffic and has caused problems for residents reversing from their driveways. This is apparently most critical at address numbers 9, 11, 13 and 15 due to driveway sloping.

In this regard, prohibiting parking along the south side of the roadway opposite the extended parking area and on the north side opposite number 9 through 15 has been requested.

This Department would not object to this request, however the north side prohibition within the extended parking area will result in the loss of about 4 - 5 spaces. This may create additional problems since it has been determined that an on-site parking problem does exist.

Based on our review of the area, it appears that there is ample space available for reversing from the south side driveways provided the south side of the roadway is kept clear of parked vehicles. We did not observe a problem involving the vehicles parked opposite these driveways. Therefore, it is recommended that a prohibition be installed on the south side only, opposite the extended parking, and that a further review be completed after sign installation. Should a problem continue to be present further action in terms of a prohibition opposite numbers 9 through 15 will be undertaken.

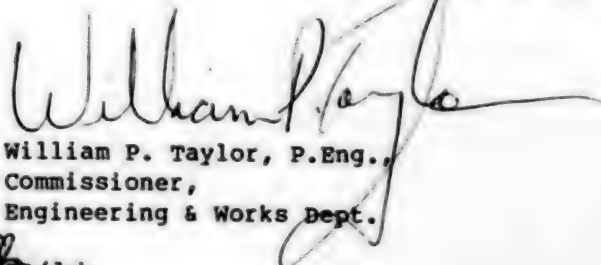
.../2

20(a)


- 2 -

RECOMMENDATIONS:

That a by-law be passed authorizing the installation of a parking prohibition on the south side of the north leg of Bow River Crescent between Falconer Drive and a point 140 metres (460 feet) westerly.



William P. Taylor, P.Eng.,
Commissioner,
Engineering & Works Dept.

 sa/dab
0487E
Attach.



City of Mississauga

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00021

21

To Chairman and Members of
Operations and Works Committee.
Dept. _____

From William P. Taylor, P.Eng.,
Dept. Engineering & Works Dept.

February 27, 1987

OPERATIONS WORKS MAR 23 1987

SUBJECT: Intersection at Mississauga Valley Boulevard and Arista Way

SOURCE: Engineering and Works Department

COMMENTS: Councillor L. Taylor requested that this department review the traffic conditions on Mississauga Valley Boulevard in the vicinity of Arista Way. Concerns had been expressed to him with respect to the speed of vehicles on Mississauga Valley Boulevard, and the request had been for an all-way stop at the intersection of Mississauga Valley Boulevard and Arista Way.

This department reviewed the area and found that the 85thile speeds on Mississauga Valley Boulevard in this area were 55.0 km/hr in the a.m. peak and 53.8 km/hr in the p.m. peak. While the speed limit on this section of Mississauga Valley Boulevard is 40 km, the above noted results were consistent with what would be expected in the 50 km speed zone. We would note that there is no school frontages in this area of 40 km zone and that the 40 km zone was installed many years ago. Our current practice is to install 40 km speed zones only in the immediate vicinity of school areas so as to enforce the need for the 40 km speeds from the driver's perspective.

An all-way stop study was conducted at the intersection of Mississauga Valley Boulevard and Arista Way with the following results:

Part A. Volume from all approaches 296%
Part B. Minor Street Volume 113%

Since both values exceed 100% the all-way stop was found to be warranted based on the intersection volumes.

Continued.

2/6/1

- 2 -

RECOMMENDATION:

1. That an all-way stop be installed at the intersection of Mississauga Valley Boulevard and Arista Way as the warrants are met.
2. That a by-law be enacted amending the by-law 444-79 as amended.

William P. Taylor

William P. Taylor, P.Eng.,
Commissioner,
Engineering & Works Dept.

WPT/dm
0791E



City of Mississauga

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00049
13 111 00003

22

To: Chairman and Members of
Operations and Works Committee.
Dept.

From: William P. Taylor, P.Eng.,
Engineering & Works Dept.
Dept.

February 27, 1987.

MAR 23 1987
OPERATIONS/WORKS

SUBJECT: Hull Street Parking Lot.

SOURCE: Report Request No. 43-87. Petition from Hull Street Village Plaza merchants.

COMMENTS: In conjunction with the previous 1983 reconstruction of the Malton "Four Corners", at the request of Councillor McKechnie, the Hull Street Municipal parking lot was deleted from Schedule 6 of By-law 444-79, as amended. It was also requested that the lot remain as such until such time that complaints were received and the lot would then be reinstated.

RECEIVED

REGISTRY No

DATE MAR 6 1987

FILE No F.06.0402

CLERK'S DEPARTMENT

A petition from the merchants of the Hull Street Village Plaza, (the plaza joins directly at the rear with the Hull Street lot) has been received requesting a three hour maximum parking limit within the Hull Street lot.

This department supports this proposal since the 3-hour maximum would encourage a more frequent turnover and would allow for the expedient removal of derelict and unlicensed vehicles. The Parking Control Division has recently experienced difficulty in removing these unlicensed vehicles since the lot was neither listed in the by-law nor signed on site.

A standard Municipal parking lot sign indicating 3-hour maximum parking at no charge will be installed upon enactment of this by-law.

RECOMMENDATION: That a by-law be passed authorizing the reinstatement of the Hull Street lot into Schedule 6 of By-law 444-79, as amended.

William P. Taylor

William P. Taylor, P.Eng.,
Commissioner,
Engineering & Works Dept.

AS/dab
0487E
Attach.

22(a)

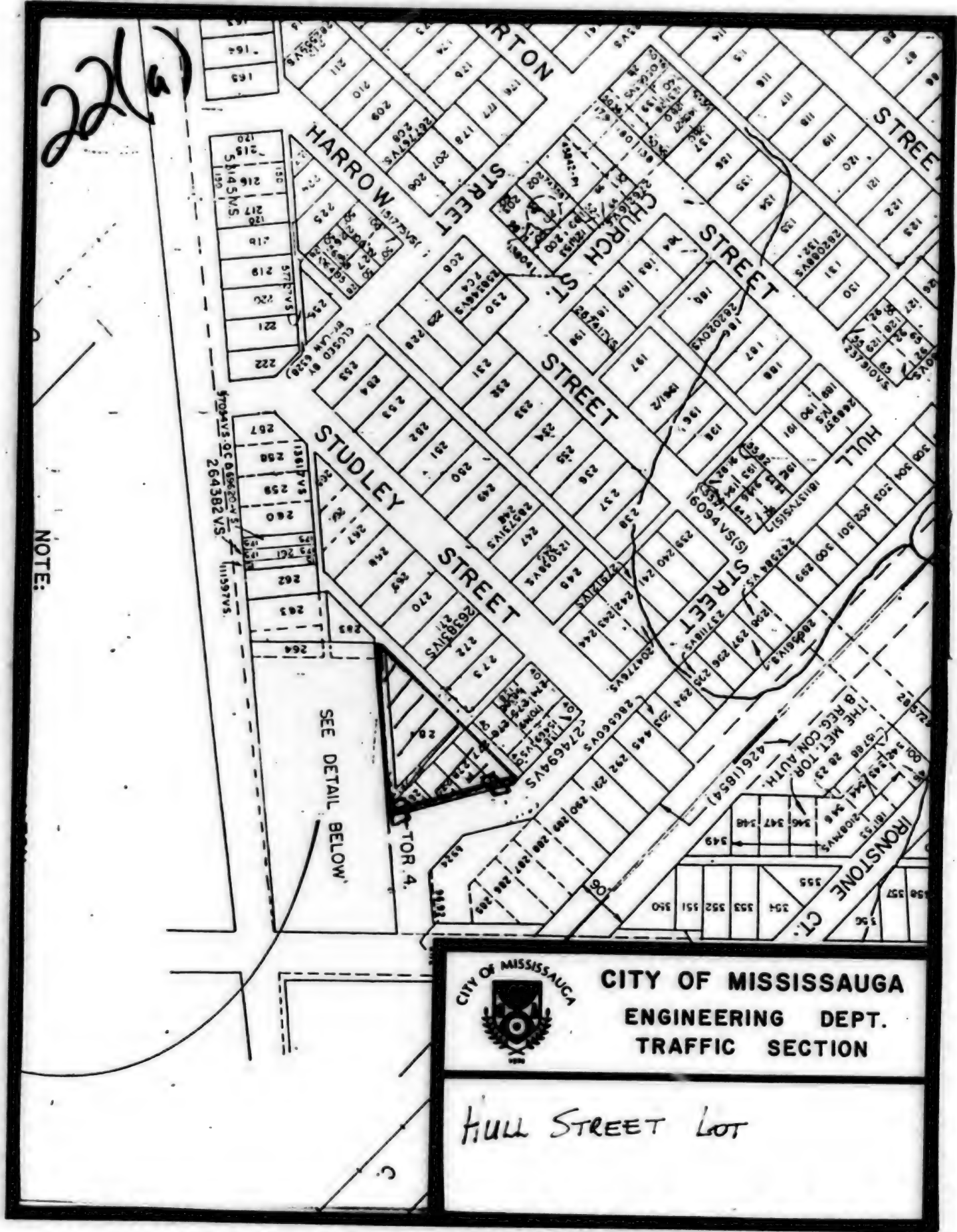
NOTE:

SEE DETAIL BELOW



CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION

HULL STREET LOT





City of Mississauga

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00047

23

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering & Works Dept.

March 10, 1987.

MAR 23 1987

OPERATIONS/WORKS

SUBJECT: All way stop request - Chigwel Court at Darcel Avenue.
Request for Report 238-86.

SOURCE: Petition from area residents, submitted by Mrs. D'Ambrosio,
7112 Chigwel Court.

COMMENTS: The Engineering Department has been requested to conduct
all-way stop studies at Chigwel Court and Darcel Avenue by a
petition from area residents. As stated in the petition,
residents are concerned that due to heavy volumes of traffic
on Darcel Avenue, during peak hours, there are delays
turning left out of Chigwel Court.

Manual turning movement counts were conducted on October 3,
1986 at Chigwel Court and Darcel Avenue, east intersection,
(based on larger side street volumes being available at a
four-way intersection). The results of the all-way stop
warrant calculations, derived from the a.m. plus p.m. peak
hours, averaged, are as follows:

Part 'A' Volume from all approaches	-	112%
Part 'B' Minor street volumes	-	27%

As you are aware, both parts 'A' and 'B' individually, must
equal or exceed 100% in order for all-way stop warrants to
be satisfied.

We have also reviewed accident records at this location and
found no severe or recurring problem since our records began
in 1979.

Therefore, we can say, based on this study, that all-way
stop warrants are not satisfied under Part 'A' volume, Part
'B' volume split, or accidents.

The residents of Chigwel Court have stated that they are
experiencing side street delay. The results of this study
do not reflect any serious delay, in fact volumes on Darcel
Avenue over the peak hours averaged less than four (4)
vehicles per minute or one vehicle every fifteen (15)
seconds. These results definitely do not warrant an all-way
stop due to severe delay.

.../2

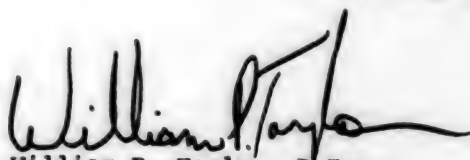
22(a)


- 2 -

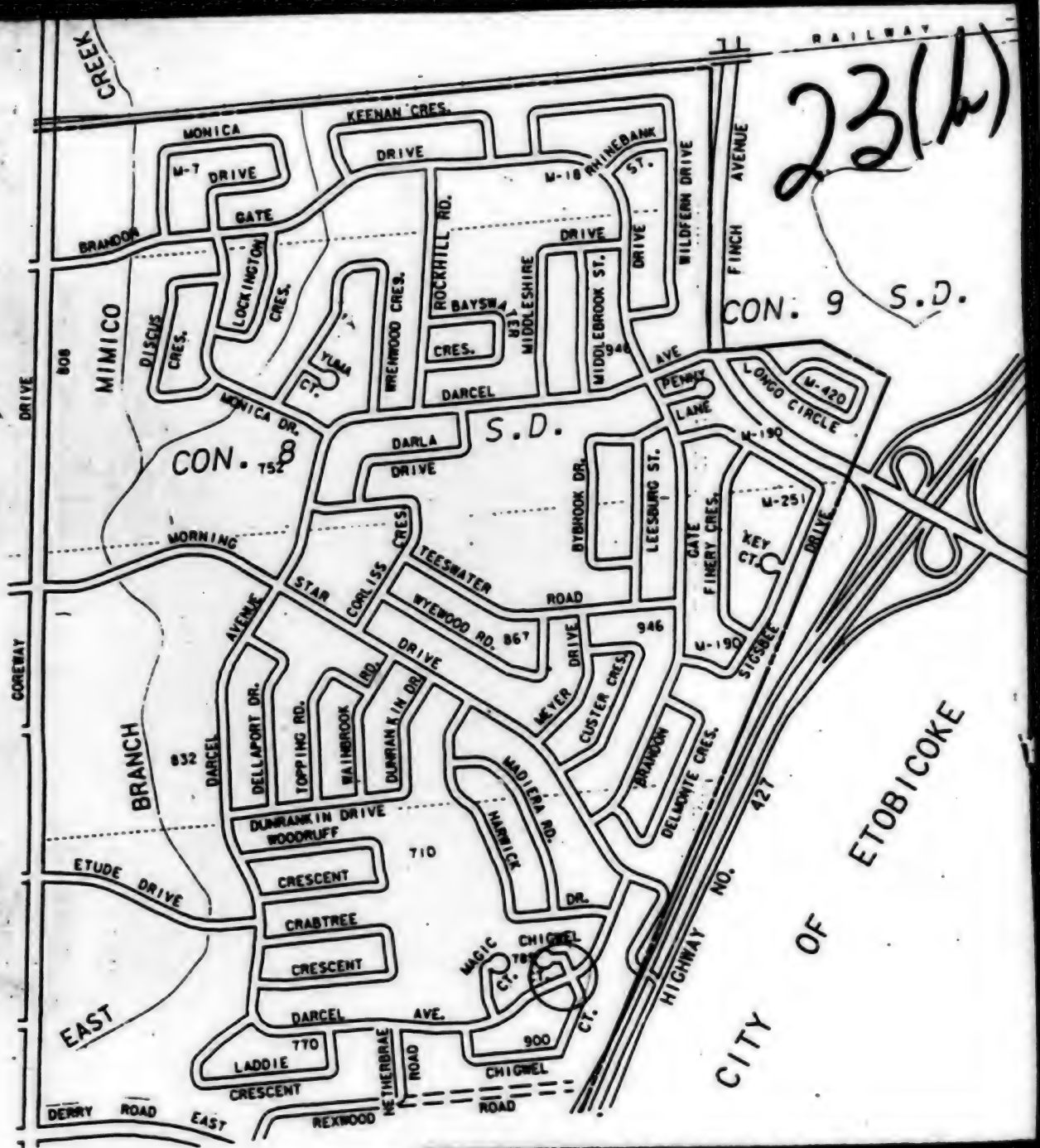
Vehicle speeds were also checked on Darcel Avenue in the a.m. and p.m. peak hours and 85th mile speeds of 55 km/h and 53 km/h, respectively, were calculated in this 50 km/h speed zone. These results do not warrant Police enforcement.

The Engineering Department, based on these study results, does not recommend the installation of an all-way stop or feel that any other traffic control measures are needed at Chigwel Court and Darcel Avenue at this time.

RECOMMENDATION: That an all-way stop not be installed at Chigwel Court and Darcel Avenue as warrants have not been satisfied under Part 'A' volume, Part 'B' volume split, or accidents.


William P. Taylor, B. Eng.,
Commissioner,
Engineering & Works Dept.

 MJF/dab
0487E
Attach.



CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION

○ CHIGWEL / DARCEL



24

City of Mississauga

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00024

To Chairman and Members of

From William P. Taylor, P.Eng.,

Dept. Operations and Works Committee.

Dept. Engineering & Works Dept.

MAR 23 1987

March 15, 1987.

OPERATIONS/WORKS

SUBJECT: Parking Prohibition - Ballyclare Drive.

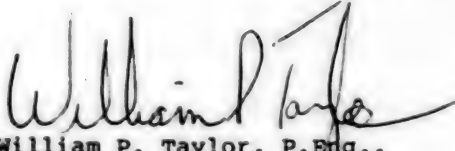
SOURCE: Councillor D. Culham, Ward 6.

COMMENTS: A number of complaints have been received through Councillor Culham's office concerning parked vehicles on the south leg of Ballyclare Drive west of The Credit Woodlands.

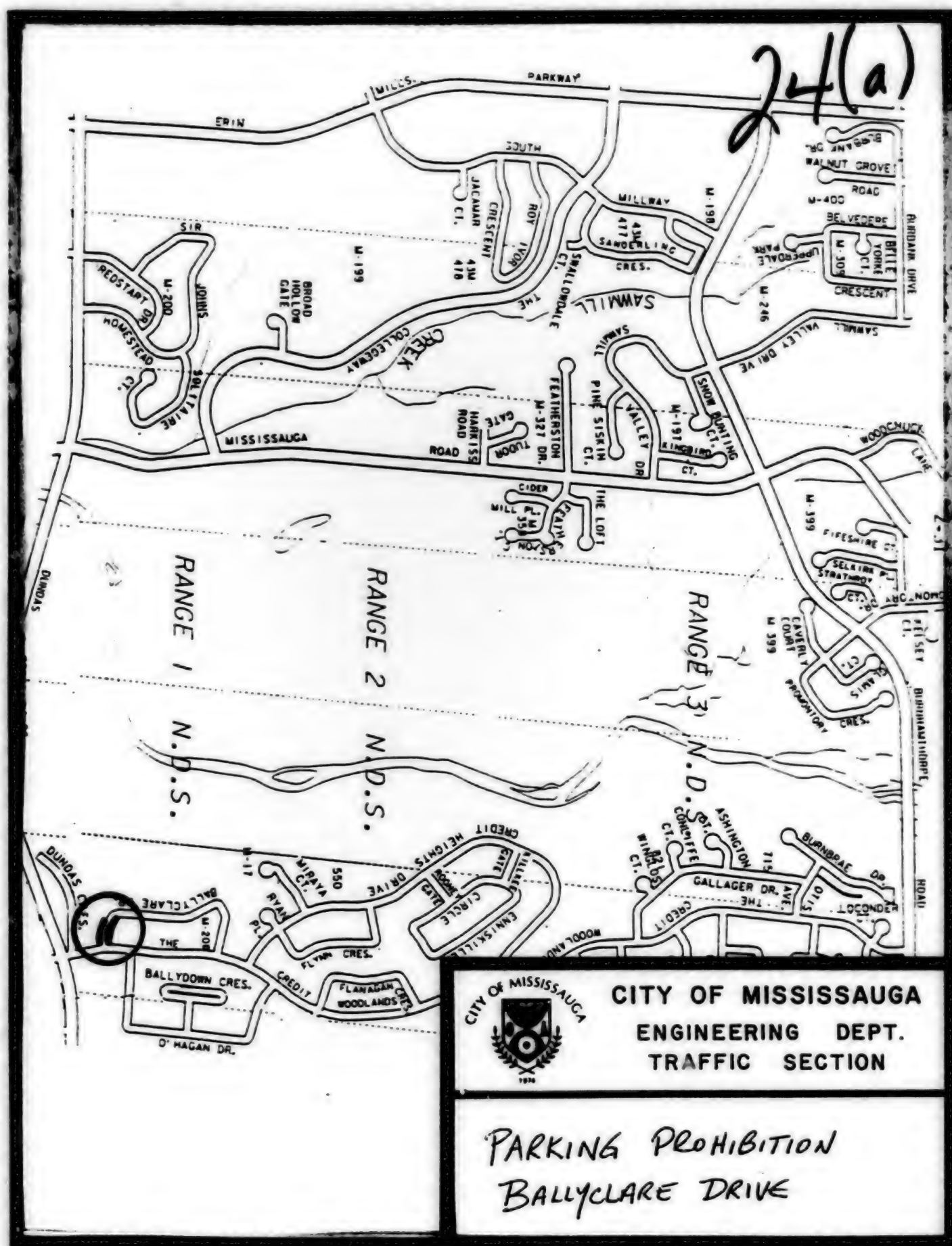
The problem is generated from the condominium complex at the north-east corner of Dundas Street and The Credit Woodlands. Due to previous problems, parking has been prohibited on The Credit Woodlands between Dundas and O'Hagan Drive and for 15 metres (50 ft.) each side of the south leg of Ballyclare Drive. Apparently vehicles are parked west of the limits on Ballyclare Drive requiring an extension of these limits.

Councillor Culham has requested the extension of these limits westerly to a point just east of the road curve in Ballyclare Drive. In view of the frequency of the problem, it is requested that "Tow Away Zone" signs also be erected in conjunction with the extension of the limits of the parking prohibition. These signs are present throughout the general area although in accordance with the by-law, are not technically required for tagging and towing purposes.

- RECOMMENDATIONS:
1. That a by-law be passed authorizing the installation of prohibitive parking anytime signs on the north side of the south leg of Ballyclare Drive between The Credit Woodlands and a point 65 metres (213 ft.) westerly, and on the south side between The Credit Woodlands and a point 50 metres (164 ft.) westerly.
 2. That 'Tow Away Zone' signs be installed on both sides of the south leg of Ballyclare Drive immediately west of The Credit Woodlands.


William P. Taylor, P.Eng.,
Commissioner,
Engineering & Works Dept.

16/dab
0487E
Attach.





25

City of Mississauga

MEMORANDUM

File: 11 141 00045
11 161 00011
13 211 00008
13 211 87223

To Chairman and Members of
Dept. Operations and Works Committee.

From William P. Taylor, P.Eng.,
Dept. Engineering & Works Dept.

March 15, 1987.

OPERATIONS/WORKS

MAR 23 1987

SUBJECT: Sixth Annual St. Andrew's 10k Classic Road Race.

SOURCE: Mrs. Carol Anne Rayson - Race Co-ordinator, St. Andrew's Presbyterian Church, 24 Stavebank Road, Mississauga.

COMMENTS: Mrs. Rayson, on behalf of the St. Andrew's Church group, has requested permission to restrict traffic on Lakeshore Road and to close a portion of Stavebank Road for the purpose of holding the sixth annual 10k road race.

Stavebank Road will necessitate a closure between Lakeshore Road and Park Street on Saturday, June 20, 1987 between 7:30 a.m. and 10:00 a.m. while Lakeshore Road will be restricted to two lanes of traffic between 8:00 a.m. and 10:00 a.m.

The race route, identical to last year's, will commence on Stavebank Road opposite St. Andrew's Church, head south to Lakeshore Road, west to Lorne Park Road, back east on Lakeshore Road to Shaw Street returning to Stavebank Road and the Church area.

Due to the high volume of participants it is expected that traffic on Lakeshore Road at Stavebank Road will be interrupted for approximately 3-5 minutes, under the control of the Peel Regional Police.

Again this year, in order to minimize traffic delays during the race, the race will utilize the two south side lanes of Lakeshore Road while two-way traffic is maintained within the two north side lanes. All traffic control will be handled by the Police, while the placement of fluorescent traffic cones will be handled by the race committee under Police supervision.

Mississauga Transit have been contacted and advise that they have no concerns.

The Port Credit Business Association and the merchants of Stavebank Road have approved of the race route and closure. Permission is being requested to use the Port Credit Library parking lot during the event.

.../2

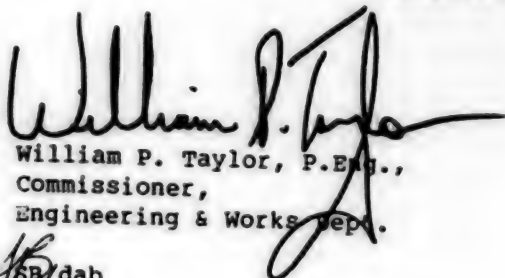
25(a)

The Engineering Department will erect advance notification signs advising of the road restriction and closure, and will also supply a small number of portable 'Emergency No Parking' signs for use at the race start and finish area. These will be placed by the applicant after 6:00 p.m, Friday, June 19, 1987.

This department and the Peel Regional Police have no objections to this race proposal, subject to the usual conditions for special events being satisfied.

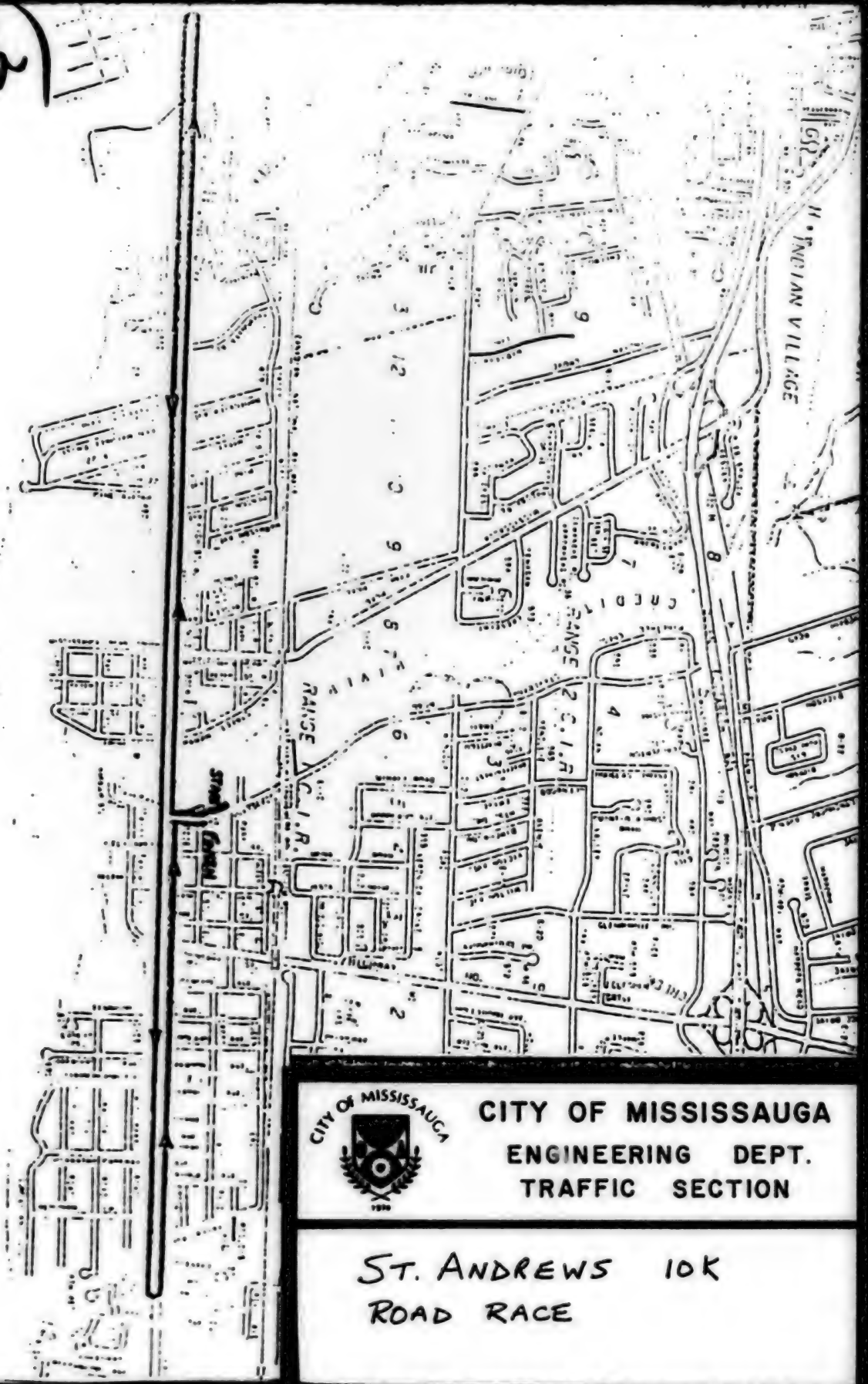
RECOMMENDATIONS:

1. That the St. Andrew's Race Committee be granted permission to hold the sixth annual road race along the above route and close Stavebank Road between Lakeshore Road and Park Street during the hours of 7:30 a.m. and 10:00 a.m. on Saturday, June 20, 1987 subject to the following conditions:
 - (a) That a road closure and restriction permit be completed with the Engineering and Works Department at least five days prior to the event.
 - (b) That proof of liability insurance in the amount of one million dollars be submitted at the time of the completion of the permits.
 - (c) That all race marshalling, cone placement and traffic control be under the control and supervision of the Peel Regional Police.
 - (d) That any works undertaken by the Engineering Department other than the advance signs and 'Emergency No Parking' signs be at the expense of the applicant.
2. That a by-law be passed authorizing the temporary closure of Stavebank Road.


William P. Taylor, P.Eng.,
Commissioner,
Engineering & Works Dept.

SB/dab
0487E
Attach.

25(h)



CITY OF MISSISSAUGA
ENGINEERING DEPT.
TRAFFIC SECTION

ST. ANDREWS 10K
ROAD RACE



City of Mississauga

MEMORANDUM

Files: 16 141 00045
12 111 00014
16 111 86257
16 111 86260

26

To Chairman and Members of

From William P. Taylor, P. Eng.

Dept. Operations & Works Committee

Dept. Engineering and Works

March 5, 1987.

MAR 23 1987

OPERATIONS/WORKS

SUBJECT: Proposed Street Names
Fuscom Subdivision 21T-86017M and
Lynn Marsh Construction Subdivision 21T-86018M
(sketch attached)

SOURCE: Engineering and Works.

COMMENTS: John D. Rogers and Associates submitted the following
names as proposed street names for the above noted
subdivisions:

(a) Common street names for roads linking both Plans
T-86017 and T-86018.

Andiron Mews
Cider Down Way
Country Manor Way
Gladebrook Square
Stonemill Square

(b) Fuscom Subdivision 21T-86017M

Chicory Square	Meadowlark Drive
Crosswinds Drive	Millrose Crescent
Fuscana Mews	Old Country Lane
High Plains Drive	Springwater Crescent
Homestead Lane	White Clover Way
	Willow Creek Corners

.....2

26(a)

Files: 16 141 00045
12 111 00014
16 111 86257
16 111 86260

(c) Lynn Marsh Construction, 21T-86018M

Crosscreek
Goldenrod
Grassland Crescent
Lynn-Marsh Crescent
Prairie Oyster
Stargazer
Summerbreeze
Trailmaster

This Submission was reviewed by the Region of Peel Street Names Committee at their meeting of March 4, 1987 and the following names were approved.

(a) Common street names for T-86017 and T-86018:

Andiron Mews
Gladebrook Square
Stonemill Square

(b) Fuscom Subdivision T-86017:

Crosswinds Drive
Springwater Crescent
White Clover Way
Willow Creek (Not "Corners")

(c) Lynn Marsh Construction T-86018

Crosscreek	Stargazer
Goldenrod	Summerbreeze
Grassland Crescent	Trailmaster

The other names were refused because of duplications, confusion with similar named streets or pronunciation difficulties.

Files: 16 141 00045
12 111 00014
16 111 86257
16 111 86260

26(h)

RECOMMENDATION:

That the following names be approved as street names for the Fuscom Subdivision 21T-86017 and the Lynn Marsh Development 21T-86018 located west of Mavis Road and south of Eglinton Avenue West.

- (a) Common street names for roads linking both Plans T-86017 and T-86018:

Andiron Mews
Gladebrook Square
Stonemill Square

- (b) Fuscom Subdivision T-86017

Crosswinds Drive
Springwater Crescent
White Clover Way
Willow Creek (delete "Corners")

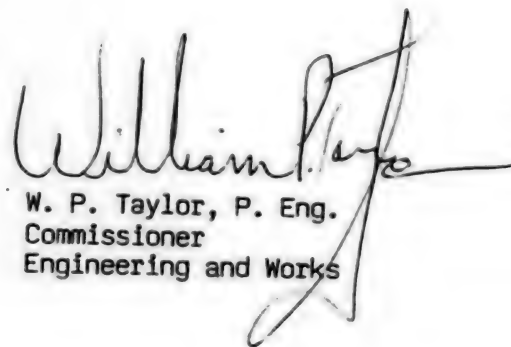
- (c) Lynn Marsh Construction T-86018

Crosscreek
Goldenrod
Grassland Crescent
Stargazer
Summerbreeze
Trailmaster

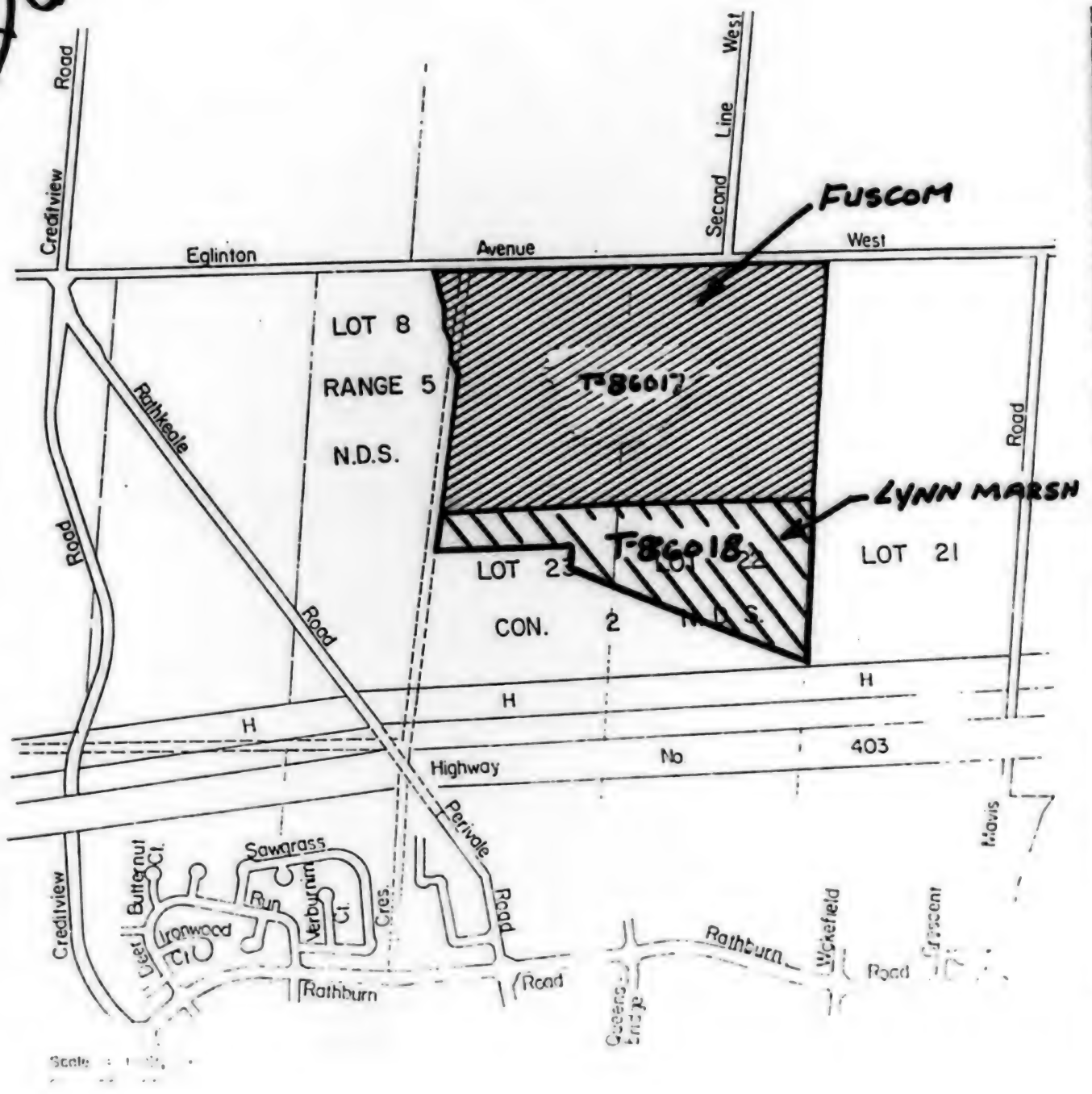
 WPT/gb

cc: Councillor D. Culham

0602E/71E


W. P. Taylor, P. Eng.
Commissioner
Engineering and Works

26(c)





City of Mississauga

MEMORANDUM

Files: 16 141 00045
12 111 00014
16 111 86200

27

To Chairman and Members of
Operations & Works Committee
Dept.

From William P. Taylor, P. Eng.
Engineering and Works
Dept.

March 5, 1987.

MAR 23 1987

OPERATIONS/WORKS

SUBJECT: Proposed Street Names
Erin Mills Neighbourhood 202/203
21T-85039M
(sketch attached)

SOURCE: Engineering and Works

COMMENTS: John Bousfield & Associates submitted the name "Credit Mills Road" for use as a street name in the above development.

This submission was reviewed by the Region of Peel Street Names Committee at their meeting of March 4, 1987 and was rejected because of the numerous street names commencing with the word "Credit".

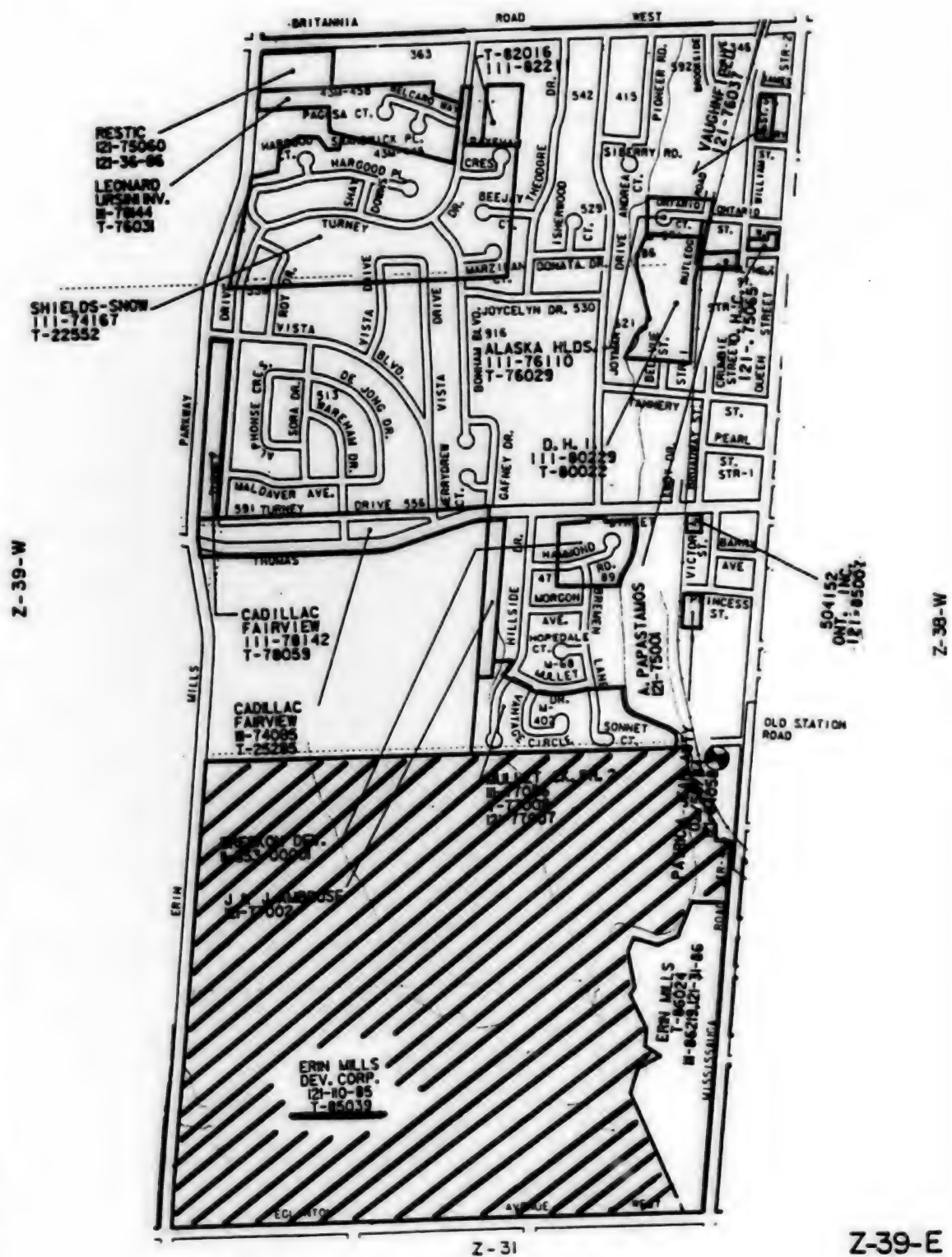
RECOMMENDATION: That "Credit Mills Road" be rejected as a street name for subdivision 21T-85039 located north of Eglinton Avenue West and west of Mississauga Road.

William P. Taylor, P. Eng.
Commissioner
Engineering and Works

cc: Councillor T. Southern

0602E/71E

Z-46-E





CITY OF MISSISSAUGA

MEMORANDUM

28

To MAYOR AND MEMBERS OF
Dept. OPERATIONS & WORKS COMMITTEE

From W.P. TAYLOR, P. ENG.
COMMISSIONER OF
ENGINEERING & WORKS
L.W. STEWART, Q.C.
Dept. CITY SOLICITOR

MAR 23 1987

OPERATIONS WORKS

March 4, 1987

SUBJECT: By-law to amend By-law 876-83
a By-law to prohibit and regulate the posting of portable signs.

ORIGIN: Legal Department.

COMMENTS: It has been brought to the attention of the Legal Department that there is a clerical error in the drafting of section 8 of By-law 876-83, the By-law to regulate the posting of portable signs. The clerical error relates to the wording of the penalty section. The section as currently set out in the By-law provides that

"Any person who contravenes any provision of this By-law is guilty of an offence and liable on conviction to a fine of \$2,000 exclusive of costs or to imprisonment for a term of 21 days or to both. "

Under the Municipal Act the maximum penalty which can be imposed is \$2,000. and it is usual for the penalty section to indicate that the fine is to be of "not more than" \$2,000. All actions which have been taken by the courts under this section have interpreted it as if it read not more than \$2,000. A By-law to amend the penalty section has been prepared and has been approved by the Legal Department.

RECOMMENDATION: That a By-law to amend Section 8 of By-law 876-83 be enacted and passed and the corporate seal be affixed thereto.

W. P. TAYLOR, P.ENG.
COMMISSIONER OF ENGINEERING & WORKS

L. W. STEWART, Q.C.
CITY SOLICITOR

W.P.T.:ab
1018L/67



29

CITY OF MISSISSAUGA

MEMORANDUM

To MAYOR AND MEMBERS OF

From L.W. STEWART, Q.C.

Dept COUNCIL

Dept CITY SOLICITOR

March 6, 1987

OPERATIONS/WORKS

MAR 23 1987

MAR 10 1987

D.02.03

CLERK'S DEPARTMENT

SUBJECT: CPR Level Crossings and Train Whistlings.

ORIGIN: Engineering and Legal Departments.

COMMENTS: On August 8, 1986 a joint report from the Commissioner of Engineering and the City of Solicitor was prepared to Council recommending that by-laws be passed to prohibit the sounding of engine whistles at various crossings at the CPR railroad tracks in the City of Mississauga. These crossings include:

Stanfield Road	13.1
Haines Road	13.62
Mavis Road	16.56
Wolfedale Road	16.82
Central Parkway West	Wharton Industrial Industrial Spur, mileage 0.29 off headblock mileage 17.20
Erindale Station Road	17.35
Eglinton Avenue West	19.25
Mississauga Road	20.12
Thomas Street	20.67
Tannery Street	20.85
Ontario Street	21.2
Winston Churchill Blvd.	24.65
Tenth Line	25.09
Queen Street North	0.20
Queen Street North	0.20
Alpha Mills Road	0.53
Argentia Road	1.28

On February 12, 1987, the Railway Transport Committee issued Order No. R-40315 which officially prohibits the sounding of engine whistles under the Railway Act at the locations referred to in the by-law. A copy of the Order in Council is attached hereto.

- 2 -

29(a)

RECOMMENDATION: That the Report dated March 6, 1987, from the City Solicitor, relating to CPR Level Crossings and Train Whistlings, be received.

L.W. Stewart
L.W. STEWART, Q.C.
CITY SOLICITOR

WM:mlk
1018L/



Commission canadienne
des transports

Canadian Transport
Commission

29/6/87

COMITÉ DES TRANSPORTS PAR CHEMIN DE FER

ORDONNANCE N° R-40315

Le 12 février 1987

RELATIVE à la requête présentée par la ville de Mississauga, dans la province de l'Ontario, en vue d'obtenir l'approbation de son règlement n° 981-86 daté du 22 septembre 1986 interdisant l'emploi des sifflets de locomotives conformément aux dispositions du paragraphe (1) de l'article 248 de la Loi sur les chemins de fer aux croisements de voies publiques suivants:

A. Subdivision Galt de Canadien Pacifique Limitée

<u>Rue</u>	<u>Point milliaire</u>
chemin Stanfield	13,1
chemin Haines	13,62
chemin Mavis	16,56
Chemin Wolfedale	16,82
Central Parkway ouest	embranchement industriel Wharton, point milliaire 0,29 prenant naissance au point milliaire 17,20
chemin de la gare Erindale	17,35
avenue Eglinton ouest	19,25
chemin Mississauga	20,12
rue Thomas	20,67
rue Tannery	20,85
rue Ontario	21,2
boulevard Winston Churchill	24,65
10 ^e ligne	25,09

RAILWAY TRANSPORT COMMITTEE

ORDER NO. R-40315

February 12, 1987

IN THE MATTER OF the application of the City of Mississauga, in the Province of Ontario, for approval of its By-Law No. 981-86 dated September 22, 1986 prohibiting the sounding of engine whistles in accordance with the provisions of Section 248(1) of the Railway Act at the following highway crossings:

A. Galt Subdivision of Canadian Pacific Limited

<u>Street</u>	<u>Mileage</u>
Stanfield Road	13.1
Haines Road	13.62
Mavis Road	16.56
Wolfedale Road	16.82
Central Parkway West	Wharton Industrial Spur, mileage 0.29 off headblock mileage 17.20
Erindale Station Road	17.35
Eglinton Avenue West	19.25
Mississauga Road	20.12
Thomas Street	20.67
Tannery Street	20.85
Ontario Street	21.2
Winston Churchill Boulevard	24.65
Tenth Line	25.09

Canada

ORDONNANCE N° R-40315

ORDER NO. R-40315

29(x)

B. Subdivision Owen Sound de Canadien
Pacifique Limitée

<u>Rue</u>	<u>Point milliaire</u>
rue Queen nord	0,20
rue Queen nord	0,20 (triangle de rebroussement)
chemin Alpha Mills	0,53
chemin Argentia	1,28

RELATIVE aux ordonnances de la
Commission des transports du Canada n°s

101425 datée du 8 juin 1960 approuvant le
règlement n° 2911 du canton de Toronto
daté en août 1959,

109350 datée le 25 octobre 1962
approuvant les règlements n°s 3505 et 3517
du canton de Toronto datés du 5 juin 1961
et du 12 juin 1961, respectivement,

113122 datée le 17 janvier 1964 approuvant
le règlement n° 63-31 de la ville de
Streetsville daté du 21 octobre 1963, et

113772 datée le 12 mars 1964 telle que
modifiée par l'ordonnance n° 114321 datée
le 1^{er} mai 1964 approuvant le règlement n°
4398 du canton de Toronto daté du 8 juillet
1963; et

RELATIVE aux ordonnances du Comité des
transports par chemin de fer n°s

R-15242 datée le 8 novembre 1972
approuvant le règlement n° 9904 de la ville
de Mississauga daté du 23 mai 1972, et

R-18338 datée le 19 mars 1974 approuvant
le règlement n° 73-56 de la ville de
Streetsville daté du 12 novembre 1973.

Références n°s 8342.13.52
8342.13.63

APRÈS lecture des pièces déposées,

B. Owen Sound Subdivision of Canadian
Pacific Limited

<u>Street</u>	<u>Mileage</u>
Queen Street North	0.20
Queen Street North	0.20 (Wye track)
Alpha Mills Road	0.53
Argentia Road	1.28

IN THE MATTER OF Board of Transport
Commissioners for Canada Order Nos.

101425 dated June 8, 1960 approving By-
Law No. 2911 of the Township of
Toronto dated August 1959,

109350 dated October 25, 1962 approving
By-Law Nos. 3505 and 3517 of the
Township of Toronto dated June 5, 1961
and June 12, 1961, respectively,

113122 dated January 17, 1964 approving
By-Law No. 63-31 of the Town of
Streetsville dated October 21, 1963, and

113772 dated March 12, 1964 as amended
by Order No. 114321 dated May 1, 1964
approving By-Law No. 4398 of the
Township of Toronto dated July 8, 1963;
and

IN THE MATTER OF Railway Transport
Committee Order Nos.

R-15242 dated November 8, 1972
approving By-Law No. 9904 of the Town
of Mississauga dated May 23, 1972, and

R-18338 dated March 19, 1974 approving
By-Law No. 73-56 of the Town of
Streetsville dated November 12, 1973.

File Nos. 8342.13.52
8342.13.63

UPON reading the submissions filed,

 ORDONNANCE N° R-40315

ORDER NO. R-40315

IL EST ORDONNE CE QUI SUIT:

1. Le règlement n° 981-86 de la ville de Mississauga, dans la province de l'Ontario est approuvé.

2. Les ordonnances suivantes: l'ordonnance n° 101425 datée le 8 juin 1960, l'ordonnance n° 109350 datée le 25 octobre 1962, l'ordonnance n° 113122 datée le 17 janvier 1964, l'ordonnance n° 113772 datée le 12 mars 1964 telle que modifiée par l'ordonnance n° 114321 datée le 1^{er} mai 1964, l'ordonnance n° R-15242 datée le 8 novembre 1972, et l'ordonnance n° R-18338 datée le 19 mars 1974, sont, par la présente, abrogées.

3. Au croisement de Central Parkway ouest, au point milliaire 0,29 de l'embranchement industriel Wharton, prenant naissance au point milliaire 17,20 de la subdivision Galt, toute circulation ferroviaire devra s'arrêter et ensuite devra être protégée par un membre de l'équipe jusqu'à ce que le croisement soit complètement occupé.

IT IS ORDERED THAT:

1. By-Law No. 981-86 of the City of Mississauga, in the Province of Ontario is approved.

2. The following Orders: Order No. 101425 dated June 8, 1960, Order No. 109350 dated October 25, 1962, Order No. 113122 dated January 17, 1964, Order No. 113772 dated March 12, 1964, as amended by Order No. 114321 dated May 1, 1964, Order No. R-15242 dated November 8, 1972, and Order No. R-18338 dated March 19, 1974, are hereby rescinded.

3. At the crossing of Central Parkway West, mileage 0.29 Wharton Industrial Spur, off headblock mileage 17.20, Galt Subdivision, all train movements shall come to a stop and then shall be protected by a member of the crew until the crossing is fully occupied.

(signature)

(signed)

J. O'Hara

Secrétaire

Comité des transports par chemin de fer

Secretary

Railway Transport Committee



City of Mississauga

MEMORANDUM

30

To Operations and Works Committee

From Terence L. Julian

Dept. _____

Dept. City Clerk

March 3, 1987

MAR 23 1987

OPERATIONS WORKS

LADIES AND GENTLEMEN:

SUBJECT: Abandonment and release of a permanent easement to Markborough Properties Limited, Part of Block 236, Registered Plan 43M-642 File: B.06.642.02

ORIGIN: Letter of February 27, 1987 from the solicitor for Markborough Properties Limited.

COMMENTS: The City acquired from Markborough Properties Limited on Rundle Court, a permanent 3m (10 feet) wide storm sewer easement affecting Block 236 on Plan 43M-642 (Part 7, Plan 43R-13047) which was registered on title January 7, 1986 as instrument 612233.

A development proposal has been made for Block 236 on Registered Plan 43M-642 which would be in conflict with part of the above described City easement.

To resolve the conflict the developer (Markborough Properties Limited) has requested the City to consider abandoning 2m (6.5 feet) (Part 3, Plan 43R-14160) of the 3m (10 feet) of the registered easement and in turn the developer will substitute a 2m (6.5 feet) (Part 1, Plan 43R-14160) immediately east of the remaining 1.0m (3 feet) (Part 2, Plan 43R-14160) which would restore the full capacity of the easement.

The Engineering Department has reviewed the proposal and are in favor of the partial abandonment and re-alignment of the easement.

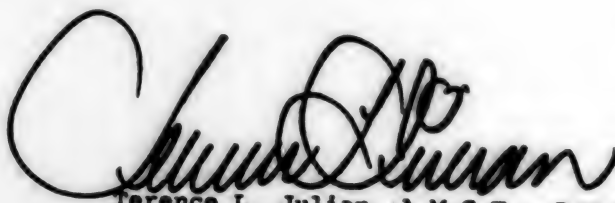
continued . . .

30(a)

- 2 -

RECOMMENDATION:

That a By-Law be enacted authorizing the execution of a partial release and abandonment of a municipal storm sewer easement registered as instrument 612233 described as Part 3 on Plan 43R-14160.

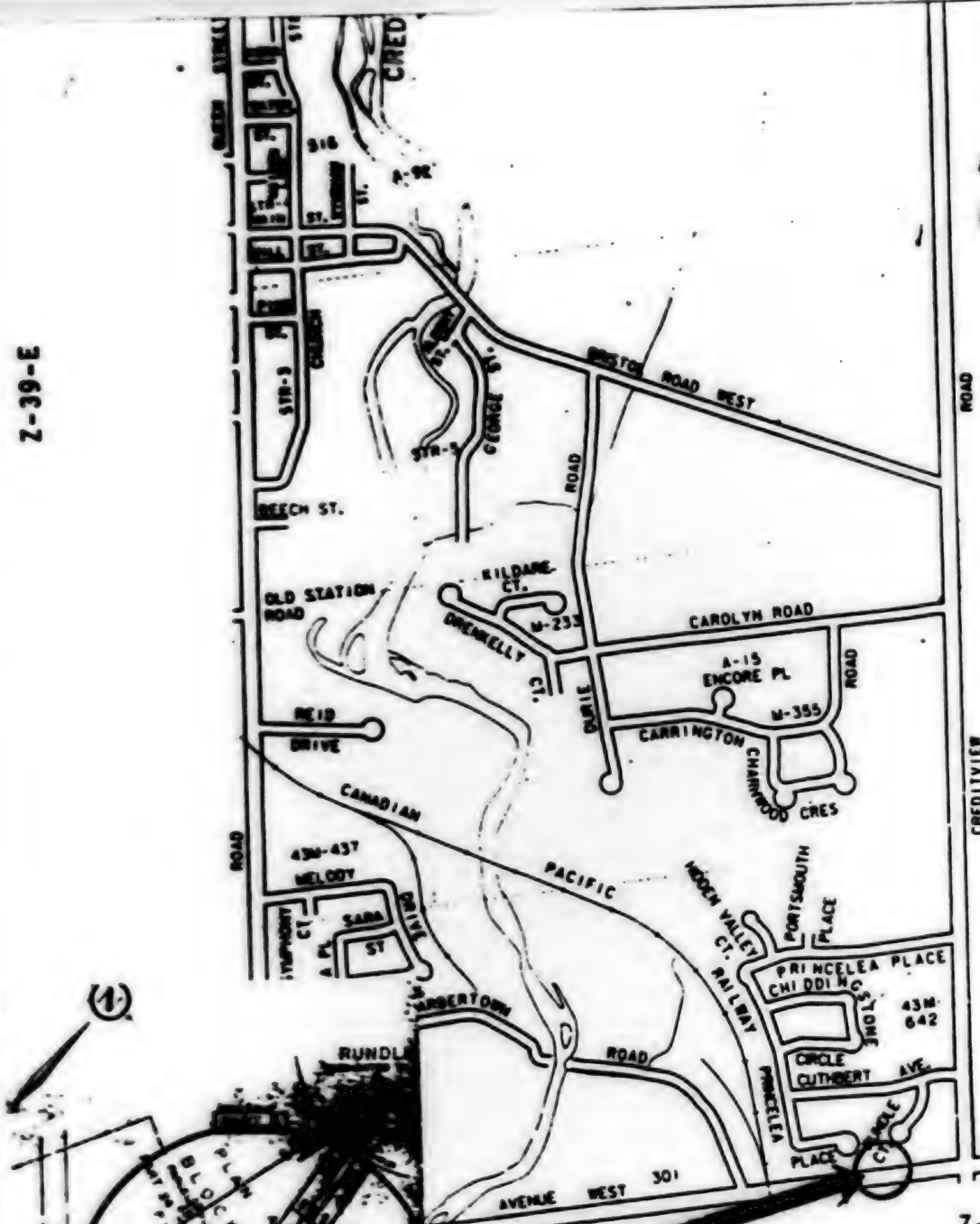


Terence L. Julian, A.M.C.T., C.M.C.
City Clerk

RR
PJS/as

30th

Z-39-E



Z-30

Z-38



CITY OF MISSISSAUGA
CLERKS DEPARTMENT
REALTY SERVICES

REDUCTION OF STORM SEWER
EASEMENT, RUND LE COURT,
PART 3, PLAN 43R-14160

FILE No.B.06.642.02

31



Ministry
of the
Environment

Ministère
de
l'Environnement

Deputy Minister
Sous-ministre

RECEIVED
FEB 23 1987
A.02.03.03.01
CLEAN'S DEPT. OF ENVIRONMENTAL OPERATIONS WORKS

135 St. Clair Avenue West
Suite 100
Toronto, Ontario
M4V 1P5
416/323-4272

135, avenue St. Clair ouest
Bureau 100
Toronto (Ontario)
M4V 1P5
416/323-4272

February 17, 1987

MAYOR'S OFFICE

MAR 23 1987

FEB 24 1987 pm

MAIL LOG: 1017

RECEIVED

ALL ONTARIO MUNICIPALITIES

RE: PROGRAM FOR REHABILITATION OF SEWAGE
COLLECTION AND WATER DISTRIBUTION SYSTEMS

Early in November, 1986 the Honourable Jim Bradley, Minister of the Environment, announced a new program to help municipalities plan an Infrastructure Rehabilitation Program in co-operation with this Ministry. Support will be provided to municipalities in two principle areas. First of all we intend to help you identify local water pollution problems caused by municipal and industrial discharges and surface run-off and to allow the planning of effective remedies. Secondly, we will assist you to assess municipal needs in the rehabilitation of decaying or defective water distribution and sewage collection systems.

The new Program is part of this Ministry's overall multi-year water pollution control strategy for Ontario. It addresses such items as the protection of beaches and the enhancement of water quality in our lakes, rivers and streams.

While the Province of Ontario has expended considerable funds through the Ministry of the Environment for the construction of new water and sewage systems, insufficient action has been taken to repair and replace existing systems. Many municipal water and sewage systems are deteriorating and warrant immediate attention. For example, watermain breaks are increasing in frequency. In addition, infiltration into sewers and combined sewer systems is overloading many treatment facilities.

....2

31(a)

We recognize that municipalities will require financial assistance in dealing with these problems. Therefore, the Ministry of the Environment will contribute no less than 50 percent of the cost of Needs Studies, which are the reports required to fully document these problems and their causes and to recommend remedial programs. The Ministry's contribution to the cost of these studies will be in the form of an up-front grant paid quarterly as required during the preparation of the Report. The formula for determining the Ministry's subsidy is as follows:

Grant (percent of net eligible costs) =
 $95.77 - (0.01077 \times P)$.
(P = existing population of the Municipality or Community).
Where 'P' is equal to or greater than 4,250, the grant is 50 percent.
Where P varies between 4250 and 1000 the grant varies between 50 percent to 85 percent and where 'P' is 1,000 or less the grant is 85 percent.

If you wish to participate in this new program you should contact the nearest Ministry of the Environment Office to discuss your problems and obtain further details regarding the procedure for implementation.

We anticipate that in most cases, the study will be carried out by a consultant engaged directly by the Municipality under the supervision of a Technical Committee composed of municipal officials and Ministry representatives. The General Terms of Reference for the studies are already drafted by the Ministry and will be reviewed and modified by the Technical Committee as required in each instance. As a first step you should obtain, from your consultant, an estimate of the cost to complete the Study. Then by a Resolution-of-Council you should indicate to the Ministry your commitment to the Program and its funding requirements and submit a grant application to the nearest Ministry Office. We will then undertake to establish a priority list of the requests we receive.

If your request is approved we will advise you confirming the percentage of the grant and the fact that we will allocate funding for the study. Once this has been received you can request that funds be directed to you.

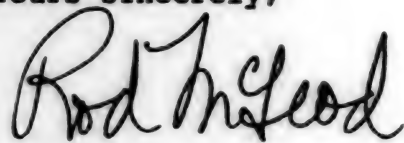
3/62

Page 3

A 10 percent holdback will be retained by the Ministry on its grant advances until the completion and acceptance of the final report by the Technical Committee. Following acceptance of the Report and the review of all costs incurred related to the study, the holdback will be paid to you.

As I indicated to you earlier, this is a much needed component of the Province's overall commitment to the resolution of water quality and environmental control problems and I would urge you to take advantage of this program on behalf of your municipality.

Yours sincerely,



R.M. McLeod, Q.C.
Deputy Minister

CITY OF MISSISSAUGA

PLANNING AND BUILDING DEPARTMENT

ITEM:

FILE: T-86029 (E)

DATE: March 25, 1987

32

TO

The Chairman and Members of the Operation and Works Committee

FROM

R. G. B. Edmunds, Commissioner of Planning and Building

SUBJECT

Hydro Servicing
Proposed Plan of Subdivision
Part of Lot 11, Concession 4, E.H.S.
Tenure Investments Limited

ORIGIN

Deputation to City Council Meeting of March 9, 1987, by Mr. George Kizoff, representative of Tenure Investments Limited, registered owners and developers of the subject lands.

BACKGROUND

On December 11, 1986, the Region of Peel granted draft approval to the above-noted industrial plan of subdivision.

The subject lands are located at the northeast corner of Derry Road East and Dixie Road, as indicated on the attached map. The plan proposes five industrial blocks, one greenbelt and one park block.

Existing City policy requires that all electrical circuits, including streetlighting, in industrial developments for which site development plan is required, be placed underground. The effect of this policy is to require underground circuits along all major roads within the City. Blocks 5 and 6 on the plan, are to be zoned M1 and front on a major road, Derry Road East.

The representative of the applicants appeared as a deputation before City Council at its meeting held March 9, 1987, requesting that the City waive its policy requiring underground electrical circuits for Blocks 5 and 6 on the subject draft plan. The request was referred by City Council to the Operation and Works Committee.

32(a)
COMMENT

-2-

ITEM:
FILE: T-86029 (E)
DATE: March 25, 1987

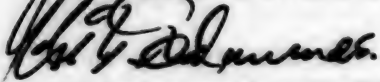
Notwithstanding that most major roads in the City already have overhead wiring, it should be a City objective to eventually eliminate such wiring and to immediately prevent the erection of any new overhead facilities. Approval of this developer's request would result in a precedent for future requests of this nature which if granted would endanger that objective. In addition, the subject property is located at the intersection of two major Regional roads (Derry Road and Dixie Road). If this request is approved, overhead wiring would be at a prominent high-visibility intersection and set a precedent for the treatment of the other three corners of this intersection.

In the recent past this policy has been relaxed only in exceptional cases. An example of such a case, which was mentioned by Mr. Kizoff in his deputation, is along Drew Road in the Orlando subdivision to the north (T-81040) (see attached map). In this case, relief from this requirement was granted since, although Drew Road had been upgraded to major road status, the existing Drew Road to the east, which was constructed prior to the upgrading, already had overhead electrical facilities. Although approval of overhead wiring to continue that existing pattern for a short distance to Dixie Road was granted, it falls well short of a valid precedent for granting the current request.

A more comprehensive report on hydro servicing in industrial areas, with historical background, cost comparisons, photo documentation, etc., could be prepared, given sufficient time for the necessary research. This has not been undertaken, because it is understood that delay would be of concern to the applicant. Further, it is not expected that it would result in a different conclusion.

RECOMMENDATION

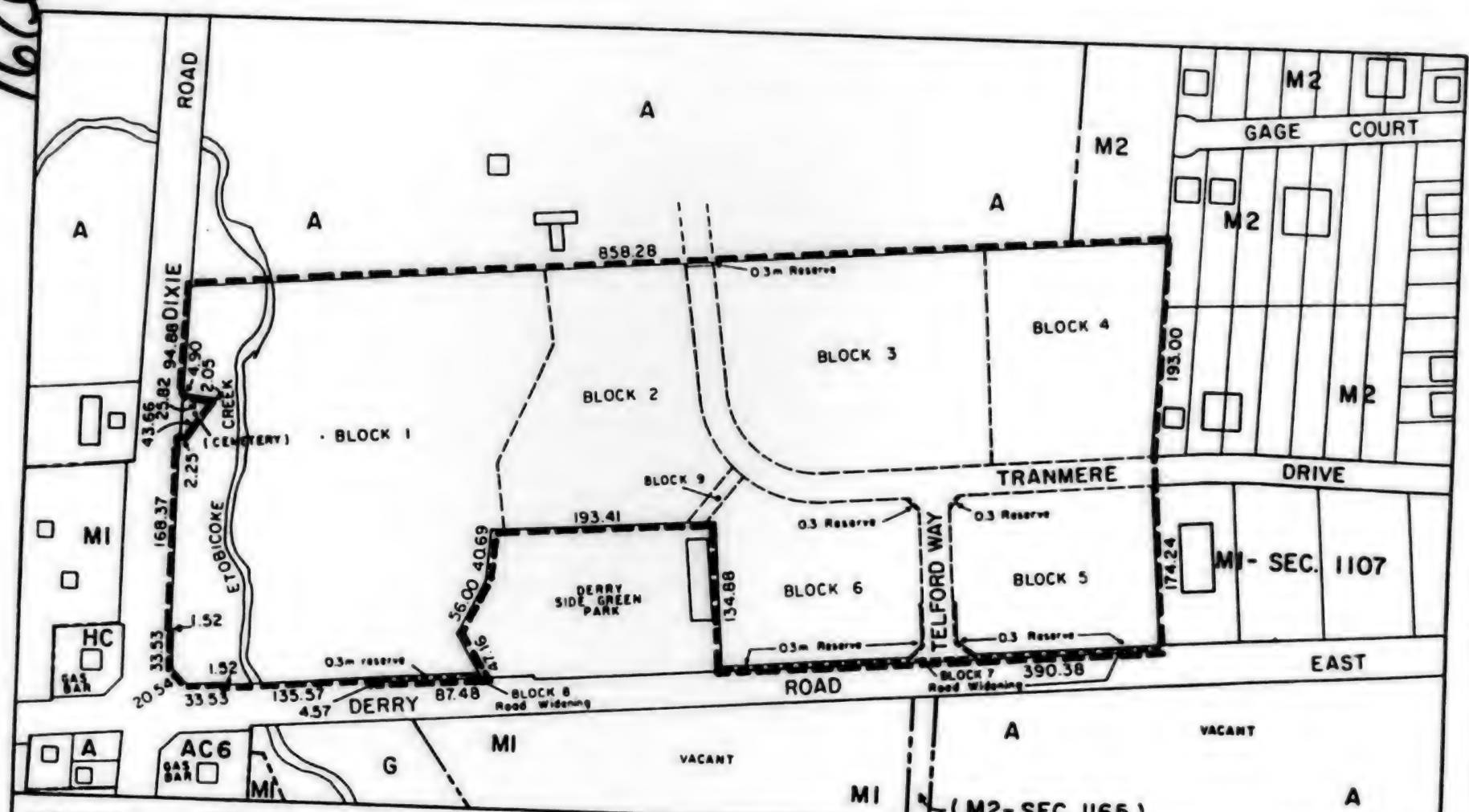
That the request by Tenure Investments Limited to waive the policy of restricting overhead wiring in new industrial subdivisions, as it affects draft plan T-86029, be refused.



R. G. B. Edmunds
Commissioner of Planning and Building.

4038a

16621




APPLICATION: TENURE INVESTMENTS LIMITED

 AREA OF DRAFT PLAN T-86029

CITY OF MISSISSAUGA PLANNING DEPARTMENT

3261


0 20 40
metres
FILE NO. T-86029
ENG. NO. 748
DATE: OCT. 22 / 86

EAST

CON.5 E.H.S.

BRANCH

ETOBICOKE

CREEK

T-86032

M-706

CON.3 E.H.S.

M-733

T-81040

T-86089

T-86029

T-76022

T-85005

T-75526

T-75124

T-86031

T-86049

M-720

LAN BEINTER

COURTNEY PARK

BONNIE L. ROAD

434 2675

4

6

OPERATIONS AND WORKS COMMITTEE

MARCH 23, 1987

REPORT 5-87

TO: THE MAYOR AND MEMBERS OF COUNCIL

The Operations and Works Committee presents its fifth report and recommends:

- OW-107-87 (a) That the request by Mr. Emilio Pucci, through his agent, Mr. Gregory H. Dell, to amend By-law 22-78, as amended, in Schedule 6 (Section 2), to permit the twenty-four (24) operation of billiard and pool halls, be denied at this time;
- (b) That staff of the By-Law Enforcement and Licensing Division of the Engineering & Works Department prepare a report to Operations & Works Committee to review the establishments in the City which operate on a 24-hour basis.

L.02.01
(OW-107-87)

- OW-108-87 That the report dated February 17, 1987 from the Commissioner of Engineering & Works, concerning a petition received from the residents on Mainroyal Street with respect to the industrial complex at Dunwin Drive/Mainroyal Street, be received.

L.07.01
(OW-108-87)

- OW-109-87 That no amendments be made to the Animal Control By-law with respect to the keeping of animals in apartments.

L.07.04.01
(OW-109-87)

- OW-110-87 (a) That notwithstanding the requirements of the Servicing Agreement for Venchiarutti Construction Limited, Plan 43M-662, located on Mississauga Road south of Dundas Street West, the developer be advised that the requirement for the construction of the 4.6 metre (15 foot) concrete emergency access/walkway be waived and that Block 55 be deeded back to Venchiarutti Construction Limited on condition that Venchiarutti withdraw its appeal of Land Division applications 'B' 189-191/86-M and that Blocks 55 and 54 be combined with the external lands north of Plan 43M-662 to create four residential lots all having frontage on Chesbro Court with no access to Mississauga Road.
- (b) That notwithstanding the requirements of the Servicing Agreement for Venchiarutti Construction Limited, Plan 43M-662, the developer be advised that the requirement for the construction of a 1.5 metre (5 feet) sidewalk along Chesbro Court, lots 38 to 48 inclusive of that plan be waived.

B.07.86189
(OW-110-87)

- OW-111-87 That notwithstanding the requirements of the Engineering Agreement dated July 6, 1976, for the Walden Spinney development, Plan 43R-6545, OZ/31/66, located north of Lakeshore Road West and east of Southdown Road, the developer be advised that the minimum 25-foot setback for the proposed structure at 1271 Walden Circle from the surveyed top of bank of the Sheridan Creek be waived, subject to the following criteria:
- (a) All of the recommendations of the Soils Report dated October 2, 1986, by Sarafinchin Associates Limited be incorporated on the certified grading plan for 1271 Walden Circle to the satisfaction of the Commissioner of Engineering and Works and the Credit Valley Conservation Authority.
- (b) That the building permit applicant be required to provide the City with a cash deposit or Letter of Credit in an amount satisfactory to the Commissioner of Engineering and Works to guarantee the implementation of the recommendations contained in the Slopes Stability Report dated October 2, 1986, by Sarafinchin Associates Limited.

OZ/31/66, C.01.03
(OW-111-87)

OW-112-87 That the City Clerk be authorized to incorporate the revised Addendum No. 1 into the Engineering Agreement for Plan M-346 setting out a new completion date of October 31, 1987 for the construction of all engineering works in N.H.D. Developments Limited Industrial Subdivision (located south of Derry Road East and west of Dixie Road).

B.06.346.02
(OW-112-87)

OW-113-87 That the City Clerk be authorized to incorporate the revised Schedule F-1 into the Servicing Agreement for Plan 43M-586, setting out a new completion date of June 30, 1987 for the construction of the sidewalks, curb and gutter, boulevard sodding and the fencing along Eglinton Avenue in the Lakeview Traders Subdivision (located south of Eglinton Avenue East and west of Highway #403).

B.06.586.02
(OW-113-87)

- OW-114-87 (a) That with respect to The New Peel Development Corporation, Walden Spinney Subdivision, Plans 43R-6545 and 43R-10836, the Commissioner of Engineering and Works be authorized to engage an independent engineering consultant to determine the extent of repairs/reconstruction required to restore the existing retaining wall adjacent to the east leg of Walden Circle at Lakeshore Road to a structurally sound and certifiable condition.
- (b) That based on the findings of the consulting engineer pursuant to recommendation (a), the Commissioner of Engineering and Works submit a further report to the Operations and Works Committee recommending a proposal and a cost estimate for the required repairs to the retaining walls.
- (c) That all expenses incurred by the City pursuant to recommendations (a) and (b) be drawn from the developer's securities currently valued at \$549,520.00.

B.05.173.02
(OW-114-87)

- OW-115-87 (a) That with respect to Phedora Industrial Subdivision, Plan 43R-5634, C.A. 'B' 44-53/77-M, located south of The Queen Elizabeth Way and west of Southdown Road, the Commissioner of Finance & Treasurer be directed to draw on the full value of the Letter of Credit (current value \$94,750.00) securing the Engineering Agreement and deposit these funds in the subdivision repairs account P.N. 17 111 86157.
- (b) That the Commissioner of Engineering and Works be authorized to complete the required repairs and outstanding municipal works in accordance with the requirements of the Engineering Agreement for Phedora Industrial subdivision, Plan 43R-5634, C.A. 'B' 44-54/77-M, utilizing funds drawn from the developers' Letters of Credit pursuant to recommendation (a).
- (c) That the Commissioner of Engineering and Works be authorized to retain the firm of F. J. Reinders and Associates, being the consulting engineers of record for Phedora Industrial Subdivision, to prepare cost estimates and supervise construction of the outstanding municipal works pursuant to recommendation (b).

B.08.01
(OW-115-87)

- OW-116-87 (a) That the forms attached to the report dated March 2, 1987, from the Commissioner of Engineering & Works (Forms MR-A-15 and MR-A-16) requesting supplementary subsidy allocation (in the amount of \$114,490.00) for the installation of traffic control signals be approved for execution by the Mayor and Clerk and submitted in to the Ministry of Transportation and Communications.
- (b) That the forms attached to the report dated March 2, 1987, from the Commissioner of Engineering & Works (Forms MR-A-15 and MR-A-16) requesting supplementary subsidy (in the amount of \$70,357.00) for the Central Traffic Control System be approved for execution by the Mayor and Clerk and submitted to the Ministry of Transportation and Communications.

A.02.03.02.07, J.05.86043
(OW-116-87)

- OW-117-87 That Greenwich Park and Langton Green not be added to the City of Mississauga Street Names Reserve List.

F.02.07
(OW-117-87)

OW-118-87 That Crosshill be approved as a street name for First City Developments in Plan of Subdivision T-86048.

T-86048, F.02.07
(OW-118-87)

OW-119-87 That Monkwood Trail be renamed Bay Villa Avenue and that the street be double signed for six months and that all associated costs for this street name change be charged to the Daniels Group.

B.06.681.02
(OW-119-87)

OW-120-87 That a by-law be enacted under paragraph 112 of Section 210 of the Municipal Act, R.S.O. 1980, c. 302, authorizing the construction of the standby diesel power generating station by The Regional Municipality of Peel as proposed in the Region's application for a building permit.

E.02.02.02.01
(OW-120-87)

OW-121-87 That a by-law be enacted to authorize execution of a Transfer of Easement in favour of Hydro Mississauga over Parts of Block 233, Registered Plan 43M-642 and Block 47, Registered Plan 43M-703, Parts 2, 3 and 8 on Plan 43R-14052 (City parkland west of Durie Road).

B.06.642.06
(OW-121-87)

- OW-122-87
- (a) That the City of Mississauga advise the Credit Valley Conservation Authority and the Region of Peel that the City agrees to be designated the cost sharing area for those special project items 1 through 13 included in the report dated March 10, 1987, from the Commissioner of Engineering and Works.
 - (b) That the Credit Valley Conservation Authority be requested to move up the planned study of the Credit River watershed to examine the impact of existing and planned development on the Credit River to 1987.
 - (c) That the Credit Valley Conservation Authority and the Ministry of Natural Resources be requested to review the cap on their financial participation in Item 8 - Wolfedale Creek on the basis that normal Ministry subsidy of 55% be applied to the \$147,000.00 in funding outstanding.

- (d) That the Credit Valley Conservation Authority and the Ministry of Natural Resources be requested to establish separate funding allocation in future for shoreline protection works in Mississauga and seek Federal funding for same.

A.02.05.03.06
(OW-122-87)

- OW-123-87 (a) That the City of Mississauga assume the municipal services as constructed by Ventro Construction Limited under the terms of the Servicing Agreement for Plan 43M-482, located north of Burnhamthorpe Road East and east of Tomken Road.
- (b) That the Commissioner of Finance and Treasurer be authorized to release the Letter of Credit for Plan 43M-482, currently valued at \$139,950.61.
- (c) That a by-law be enacted establishing the road allowance within Plan 43M-482, as a public highway and part of the municipal system of the City of Mississauga.

B.06.482.02
(OW-123-87)

- OW-124-87 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize no parking anytime prohibition on Sawmill Valley Drive as follows:

- (a) From a point 45 metres (147 ft.) north of Folkway Drive and a point 66 metres (221 ft.) north-westerly thereof, east and north side.
- (b) From a point 144 metres (472 ft.) north of Folkway Drive and a point 45 metres (147 ft.) north-westerly thereof, north and east side.
- (c) Between Folkway Drive and a point 190 metres (623 ft.) north-westerly thereof, south and west side.

F.06.04.02
(OW-124-87)

- OW-125-87 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the installation of a parking prohibition on the south side of the north leg of Bow River Crescent between Falconer Drive and a point 140 metres (460 feet) westerly.

F.06.04.02
(OW-125-87)

OW-126-87 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the installation of an all-way stop at the intersection of Mississauga Valley Boulevard and Arista Way as the warrants are met.

F.06.04.02
(OW-126-87)

OW-127-87 That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to amend Schedule 6 to reinstate the Hull Street Lot as a Municipal parking lot.

F.06.04.02
(OW-127-87)

OW-128-87 That an all-way stop not be installed at Chigwel Court and Darcel Avenue as warrants have not been satisfied under Part 'A' volume, Part 'B' volume split, or accidents.

F.06.04.02
(OW-128-87)

OW-129-87 (a) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the installation of prohibitive parking anytime signs on the north side of the south leg of Ballyclare Drive between The Credit Woodlands and a point 65 metres (213 ft.) westerly, and on the south side between The Credit Woodlands and a point 50 metres (164 ft.) westerly.

(b) That 'Tow Away Zone' signs be installed on both sides of the south leg of Ballyclare Drive immediately west of The Credit Woodlands.

F.06.04.02
(OW-129-87)

OW-130-87 (a) That the St. Andrew's Race Committee be granted permission to hold the sixth annual road race along the above route and close Stavebank Road between Lakeshore Road and Park Street during the hours of 7:30 a.m. and 10:00 a.m. on Saturday, June 20, 1987 subject to the following conditions:

- (i) That a road closure and restriction permit be completed with the Engineering and Works Department at least five days prior to the event.
- (ii) That proof of liability insurance in the amount of two million dollars be submitted at the time of the completion of the permits.
- (iii) That all race marshalling, cone placement and traffic control be under the control and supervision of the Peel Regional Police.
- (iv) That any works undertaken by the Engineering Department other than the advance signs and 'Emergency No Parking' signs be at the expense of the applicant.

(b) That a by-law be enacted to authorize the temporary closure of Stavebank Road from 7:30 a.m. to 10:00 a.m. on Saturday, June 20, 1987, for the St. Andrew's 10k Classic Race.

F.06.04.02
(OW-130-87)

OW-131-87 That Credit Mills Road be rejected as a street name for Proposed Plan of Subdivision T-85039, Erin Mills Neighbourhood 202/203, located north of Eglinton Avenue West and west of Mississauga Road.

T-85039, F.02.07
(OW-131-87)

OW-132-87 That a by-law be enacted to amended Section 8 of By-law 876-83 being a by-law to regulate the posting of portable signs to correct a clerical error contained in the penalty section.

L.09.03.01
(OW-132-87)

OW-133-87 That the report dated March 6, 1987, from the City Solicitor advising that the Railway Transport Committee issued Order No. R-40315 officially prohibiting the sounding of train whistles at various locations in the City of Mississauga be received.

D.02.03
(OW-133-87)

OW-134-87 That a by-law be enacted to authorize execution of a partial release and abandonment of a municipal storm sewer easement on Rundle Court (Instrument 612233 described as Part 3 on Plan 43R-14160 - Markborough Properties Limited).

B.06.642.02
(OW-134-87)

OW-135-87 That the letter dated February 17, 1987, from the Ministry of the Environment announcing a Program for Rehabilitation of Sewage Collection and Water Distribution Systems be forwarded to the Region of Peel for attention.

A.02.03.03.01
(OW-135-87)

OW-136-87 (a) That the request by Tenure Investments Limited to waive the policy of restricting overhead wiring in new industrial subdivisions, as it affects draft plan T-86029, be refused.

(b) That staff prepare a report to Administration & Finance Committee with respect to the policy for underground wiring in new commercial and industrial subdivisions in the City.

T-86029
(OW-136-87)

CITY OF MISSISSAUGA

MINUTES

MEETING FIVE EIGHTY-SEVEN

NAME OF COMMITTEE: OPERATIONS AND WORKS

DATE OF MEETING: MONDAY, MARCH 23, 1987, 2:05 P.M.

PLACE OF MEETING: HEARING ROOM, 2ND FLOOR, CIVIC CENTRE

MEMBERS PRESENT: Councillor D. Culham (Chairman)
Councillor D. Cook
Councillor S. Mahoney
Councillor T. Southorn
Mayor H. McCallion (Ex-Officio)

MEMBERS ABSENT: Councillor H. Kennedy
Councillor F. McKechnie

OTHERS PRESENT: Councillor M. Prentice

STAFF PRESENT: Mr. W. P. Taylor, Commissioner of Engineering & Works
Mr. A. McDonald, Director, Engineering & Works
Mr. G. Burch, Director, By-law Enforcement & Licensing
Mr. L.W. Stewart, City Solicitor
Mrs. D. Peterzell, Committee Coordinator
Mr. T.L. Julian, City Clerk

DEPUTATIONS

- A. (i) Mr. G. Swinkin, Solicitor representing Emilio Pucci
(ii) Mr. N. Satschko, Westwood Billards
L.02.01
See ITEM 1
- B. Mr. G. Kizoff, Tenure Investments Ltd.
A.00.03.03
T-86029
See ITEM 32

MATTERS CONSIDERED:

1. Report dated February 17, 1987, from the Commissioner of Engineering and Works in response to a request on behalf of Emilio Pucci that By-law 22-79, as amended, Schedule 6 (Section 2) as it relates to hours of operation of Mr. Emilio Pucci to operate his three (3) businesses on a twenty-four (24) basis located at 7195 Torbram Road, 1310 Dundas Street East and 2500 Hurontario Street.

Section 2 of Schedule 6 of By-law 22-78, as amended states:

"A person licensed under this by-law and this schedule shall not open the room, house, place or premises in which any billiard table, pool table or any like table is kept or permit any person to use any such table between the hours of 12:01 a.m. and 12:00 p.m. of each Sunday between the hours of 1:00 a.m. and 8:00 a.m. of each Monday to Saturday inclusive."

There are ten (10) other billiard and pool halls in operation within the City of Mississauga, which operate within the By-law requirements. Two (2) of these locations are in Adult Entertainment establishments and two (2) are in industrial zones set apart from residential areas. As the remainder of billiard and pool halls are located in commercial/industrial premises adjacent to residential zones and generate occasional complaints from area residents, we anticipate that the twenty-four (24) hour operation will generate additional complaints from the area residents.

RECOMMENDATION:

That the request by Mr. Emilio Pucci, through his agent Mr. Gregory H. Dell to amend By-law 22-78, as amended, Schedule 6 (Section 2), to permit the twenty-four (24) operation of billiard and pool halls, be denied.

The following persons appeared before the Committee regarding this matter:

- (i) Mr. G. Swinkin, Solicitor representing Mr. Emilio Pucci
- (ii) Mr. N. Satschko, Westwood Billiards

Mr. Swinkin advised that his client wishes to operate his three billiard halls (Gold Tip Billiards, 1310 Dundas Street East, Silver Tip, 2500 Hurontario Street and his newest location at 7195 Torbram Road) on a twenty-four (24) hour basis in order to service the diverse population in the City of Mississauga. He made reference to other establishments within the City i.e. convenience stores, bowling alleys, supermarkets, etc. which operate on a 24-hour basis and advised that billiard halls, when considered as a place of recreation, should be placed in the same category. He advised that although Mr. Pucci has operated two of his billiard halls in contravention of the City by-law, upon learning of the seriousness of this contravention, he is now operating in accordance with the by-law.

Mr. Swinkin advised that Metropolitan Toronto Council recently amended their licencing by-law to waive the restriction on the 24-hour operation for billiard halls, with staff to report in one year's time (June 1987) as to the affect of this waiver on the community. He advised that it is his understanding that no concerns have been received by Metro. Toronto to date.

In response to an enquiry by Councillor S. Mahoney as to staffing, Mr. Swinkin advised that his client's establishments are all family owned and operated and that during evening hours, all employees are over 20 years of age with surveillance by family members. He advised that there is anywhere from \$100-\$500. carried on the premises, and security is provided through an alarm system. The two locations on Dundas and Hurontario Streets are not licenced however, a liquor licence has been applied for at the newest location on Torbram Road. He advised that security is very good at all locations as there are a number of people present at all times and that the premises have never been broken into during the hours of operation.

In response to an enquiry by Councillor T. Southorn as to whether or not Mr. Pucci would be receptive to the 24-hour operation on a trial basis, Mr. Swinkin advised that this would be satisfactory.

Councillor M. Prentice expressed her concern with the request by Mr. Pucci, and advised that during the absence of the Ward 7 Councillor during Spring break, she had received a phone call from a resident in the area of the Dundas Street establishment, who expressed concern as to parking and patrons of the billiard hall "hanging" around the plaza.

Mayor H. McCallion explained the history of the issue in that a letter had been received in her offices sometime ago from Mr. Satschko, Westwood Billiards, bringing to her attention that Mr. Pucci was operating his establishment in contravention of the City's by-law. She enquired of staff as to what action had been taken at that time with respect to this issue.

Mr. Burch, By-Law Enforcement and Licencing, advised that the matter was first brought to his attention when Mr. Satschko telephoned his offices advising that Mr. Pucci was operating his establishments on a 24-hour basis, which led to a Notice of Contravention issued to Mr. Pucci. Mr. Pucci, through his agent, Mr. G. Dell, then applied for the lifting of the restriction on billiard halls in November, 1986. A staff report was then prepared however, Mr. Burch could not advise as to why the matter had taken so long to get to Committee.

Mr. N. Satschko, Westwood Billiards, appeared before Committee and advised that he objects strongly to billiard halls remaining open on a 24-hour basis, advising that the majority of patrons who frequent his establishment are between the ages of 16-20 years to operate the arcade machines. He advised that after midnight the type of people in any billard hall could be undesirable a source of problems.

Councillor Mahoney moved that the staff recommendation to deny Mr. Pucci's request be adopted and that staff prepare a report on all establishments which operate on a 24-hour basis in the City. Councillor Mahoney stressed the danger to employees, particularly teenagers who work after hours, referring to two incidents in convenience stores in his ward, one of which was fatal.

Mr. Burch advised that he is presently preparing a report on this issue which should be available for the Operations & Works Committee meeting on April 22, 1987.

Councillor Southorn suggested that the staff report address billiard hall hours of operation identical to liquor licenced facilities. Councillor Culham requested that the report address the matter of security.

Councillor Cook voted against the staff recommendation advising that he has not experienced any complaints from residents in his ward. He advised that should there be a problem with patrons at any of these facilities, they be handled by the police.

Mayor McCallion expressed her concern with a trial period for such establishments and advised that Committee should be fully briefed on all 24-hour operations in the City and the inconsistency experienced.

Councillor Cook requested that the staff report include responses from residents, if any, in all areas adjacent to 24-hour establishments, especially the above noted locations.

L.02.01

Approved

See Recommendation OW-107-87 (S. Mahoney)

2. Report dated February 17, 1987, from the Commissioner of Engineering and Works in response to a petition from the residents in the Dunwin Drive/Mainroyal Street area regarding the following problems:

1. dust pollution and fumes from Fibrecraft Canada
2. Noise from the Post Office
3. Post Office workers using private property for short cuts
4. Vandalism and burglaries.

Staff have investigated various complaints as outlined in the petition and the Post Office has been contacted with respect to noise and the Post Office has reduced the noise from their offices. Further, the Post Office has indicated that their staff have been instructed not to trespass over adjoining properties.

Superintendent K. Cider of Peel Regional Police has advised us that Dunwin Avenue and Mainroyal Street area "is deemed to be a low crime area with a below average number of incidents of vandalism and burglaries".

Staff have contact Mr. G. Nelson from the Ministry of the Environment with respect to pollution from Fibrecraft Canada and we are awaiting their report on this matter.

The debris problem that existed has been cleared up to this Department's satisfaction.

Staff are continuing to monitor the situation in the Dunwin Drive/Mainroyal Street area and take the appropriate action as required.

RECOMMENDATION:

That the report dated February 17, 1987 from the Commissioner of Engineering & Works, concerning a petition received from the residents in the Dunwin Drive/Mainroyal Street area be received.

Councillor S. Mahoney advised that Fibrecraft have moved to another location and there is a problem with the flexibility of the type of useage in this industrial area as it reflects on the nearby residential area. He enquired as to how the owners of this industrial property could be encouraged to provide a proper barrier between their property and the abutting residents. Councillor Mahoney requested that staff investigate the situation and negotiate with the industrial owners as to the possibility of a barrier.

L.07.01

Approved

See Recommendation OW-108-87 (S. Mahoney)

3.

Report dated February 18, 1987, from the Commissioner of Engineering and Works in response to a concern from The Rice Group about the Animal Control By-law which currently allows 4 animals in any one dwelling unit. They want the Animal Control By-law to be amended to prohibit animals in apartments.

The Rice Group of Companies have written to us in the past, requesting our assistance in reducing the number of animals kept in their apartments, however, it is essentially a landlord and tenant matter.

The Animal Control by-law generally restricts the types of animals that can be kept and prohibits the keeping of any more than four animals in any one dwelling. Whether or not a landlord will permit the keeping of animals in an apartment building is a matter between the landlord and the tenant. Further more, By-law Enforcement Officers cannot enter the dwelling units without the tenant's permission, and therefore enforcement would be difficult, if not impossible.

The Rice Group indicated in their letter that one of their tenants had 10 animals in their apartments. The tenant was charged by By-law Enforcement for having more than 4 animals in the dwelling unit, pursuant to the Animal Control By-law. On October 9, 1986, a trial was held and the tenant was found guilty and a fine of \$300 or 15 days in jail was levied with respect to the keeping of more than 4 animals.

RECOMMENDATION:

That no amendments be made to the Animal Control By-law with respect to the keeping of animals in apartments.

L.07.04.01

Approved

See Recommendation OW-109-87 (H. McCallion)

4. Report dated March 3, 1987, from the Commissioner of Engineering and Works regarding the deletion of emergency access/concrete walkway, Block 55, Plan 43M-662 and deletion of a sidewalk along the Chesbro Court frontage of lots 38 to 48, Plan 43M-662, Oak Glen Manors Subdivision located on Mississauga Road south of Dundas Street West.

In accordance with the requirements of the Servicing Agreement for the subject development, Venchiarutti Construction Limited was required to dedicate Block 55, Plan 43M-662 to the City of Mississauga and construct therein a 4.6 metre (15 foot) concrete emergency access/walkway linking Chesbro Court with Mississauga Road. The developer was also required to construct a sidewalk along one side of Chesbro Court, lots 38 to 48 inclusive.

The developer has made a request to close this emergency route/walkway citing that the prime reason for its implementation was to provide a secondary emergency access to the development which otherwise has only a single access i.e. Glen Oaks Boulevard off Mississauga Road. This matter has been reviewed with the Fire Department who have indicated that they have no objection to the developer's request to delete the emergency access/walkway.

The developer has also requested that lands designated for the emergency access/walkway, Block 55, Plan 43M-662, be deeded to Venchiarutti Construction Limited or its designate with the intention that it be combined with external lands north of Plan M-662 to create four residential lots all having frontage on Chesbro Court. This will obviate the necessity for any of the external lands to have access directly onto Mississauga Road where site distances are currently considered unsafe. As a condition of the City deeding Block 55 back to Venchiarutti Construction Limited Venchiarutti will withdraw its appeal to the Land Division Committee with respect to Files No. C.A.'B' 189-191/86-M.

Venchiarutti Construction Limited has obtained consents from all of the owners within Plan M-662 with respect to the deletion of the emergency access/walkway and has provided the Ward Councillor with the appropriate documentation in this regard. This Department has no objection to the proposal to deed Block 55 back to the developer, however, an easement is to be retained over the entire block in favour of the City and Region to accommodate the existing storm and sanitary sewers located therein.

Finally, in consideration of the deletion of the emergency access route/walkway the developer has also requested that the City delete the requirement for the construction of a sidewalk along the Chesbro Court, lots 38 to 48, Plan 43M-662. In support of this request the developer has provided acknowledgements from the lot owners affected by the deletion in the cul-de-sac area. The balance of the lots in the cul-de-sac area are owned by Venchiarutti Construction Limited. The request to delete the sidewalk on Chesbro Court and Glen Oaks Boulevard is acceptable to the Engineering Department as it is in conformity with current sidewalk policy.

RECOMMENDATION:

- (a) That notwithstanding the requirements of the Servicing Agreement for Venchiarutti Construction Limited, Plan 43M-662, located on Mississauga Road south of Dundas Street West, the developer be advised that the requirement for the construction of the 4.6 metre (15 foot) concrete emergency access/walkway be waived and that Block 55 be deeded back to Venchiarutti Construction Limited on condition that Venchiarutti withdraw its appeal of Land Division applications 'B' 189-191/86-M and that Blocks 55 and 54 be combined with the external lands north of Plan 43M-662 to create four residential lots all having frontage on Chesbro Court with no access to Mississauga Road.
- (b) That notwithstanding the requirements of the Servicing Agreement for Venchiarutti Construction Limited, Plan 43M-662, the developer be advised that the requirement for the construction of a 1.5 metre (5 feet) sidewalk along Chesbro Court, lots 38 to 48 inclusive of that plan be waived.

B.07.86189

Approved

See Recommendation OW-110-87 (S. Mahoney)

5. Report dated March 3, 1987, from the Commissioner of Engineering and Works regarding an amendment to Schedule 'C' Subsection II (a)(3) of the Engineering Agreement for the Walden Spinney community, Plan 43R-6545, OZ/31/66, reducing the minimum 25-foot setback for structures adjacent to the Sheridan Creek, with respect to the proposed underground parking structure for the Sheridan Club Condominiums, 1271 Walden Circle, S.P. 22-86, located north of Lakeshore Road and east of Southdown Road.

In accordance with the requirements of the Engineering Agreement for the subject development, the minimum setback for structures adjacent to the Sheridan Creek was established to be 25 feet from the existing top of bank. Napev Construction Limited has submitted a proposal to construct a 12-storey condominium building at 1271 Walden Circle and has obtained approval from the Committee of Adjustment (Reference C.A. 'A' 551/86-M) for a minimum setback from the underground parking structure to the westerly property limit of 1.5 metres (5 feet). The resultant setback of the underground parking structure from the surveyed top of bank of the Sheridan Creek varies from approximately 14 feet to 22 feet which is less than the minimum of 25 feet as specified in the Engineering Agreement.

As a condition of the Committee of Adjustment approval of application C.A.A. 551/86-M the applicant was required to submit a Slopes Stability Report for approval by the City and the Credit Valley Conservation Authority. A Slopes Stability Report dated October 2, 1986, by Sarafinchin Associates Limited indicates that the existing bank adjacent to the proposed development will remain stable at the present slope of approximately 3 horizontal to 1 vertical provided that the following conditions are adhered to:

1. That construction disturbance is minimized.
2. That no surcharge loads are placed near the banks.
3. That surface water run-off is diverted away from the banks.
4. That vegetation is planted and maintained, and a provision is made for localized stone blankets and/or gabion baskets to reduce the possible toe erosion and scour as and where required.

RECOMMENDATION:

That notwithstanding the requirements of the Engineering Agreement dated July 6, 1976, for the Walden Spinney development, Plan 43R-6545, OZ/31/66, located north of Lakeshore Road West and east of Southdown Road, the developer be advised that the minimum 25-foot setback for the proposed structure at 1271 Walden Circle from the surveyed top of bank of the Sheridan Creek be waived, subject to the following criteria:

- (a) All of the recommendations of the Soils Report dated October 2, 1986, by Sarafinchin Associates Limited be incorporated on the certified grading plan for 1271 Walden Circle to the satisfaction of the Commissioner of Engineering and Works and the Credit Valley Conservation Authority.
- (b) That the building permit applicant be required to provide the City with a cash deposit or Letter of Credit in an amount satisfactory to the Commissioner of Engineering and Works to guarantee the implementation of the recommendations contained in the Slopes Stability Report dated October 2, 1986, by Sarafinchin Associates Limited.

OZ/31/66
C.01.03

Approved

See Recommendation OW-111-87 (T. Southorn)

6. Report dated February 17, 1987, from the Commissioner of Engineering and Works regarding an extension of construction schedule completion dates as set out in Addendum No. 1 of the Engineering Agreement for the municipal services in N.H.D. Developments Industrial Subdivision, Plan M-346, located south of Derry Road East and west of Dixie Road.

Under the terms of the Engineering Agreement, N.H.D. Developments Industrial was required to complete construction of municipal services by October of 1984. It was not practical for the developer to complete the top course asphalt, sidewalks and boulevard sodding because all the lots had not been constructed on.

The Engineering and Works Department has received a revised Addendum No. 1 of the Engineering Agreement from the developer setting out a final completion date for all municipal services of October 31, 1987.

The Letter of Credit presently valued at \$115,437.00 is sufficient security to ensure that all outstanding services will be completed in accordance with the new schedule dates.

RECOMMENDATION:

That the City Clerk be authorized to incorporate the revised Addendum No. 1 into the Engineering Agreement for Plan M-346 setting out a new completion date of October 31, 1987 for the construction of all engineering works in N.H.D. Developments Limited Industrial Subdivision (located south of Derry Road East and west of Dixie Road).

B.06.346.02

Approved

See Recommendation OW-112-87 (S. Mahoney)

7. Report dated February 19, 1987, from the Commissioner of Engineering and Works regarding an extension of the scheduled completion dates as set out in Schedule F-1 of the Servicing Agreement for the construction of municipal works in the Lakeview Traders Subdivision, Plan 43M-586 located south of Eglinton Avenue East and west of Highway #403.

Under the terms of the Servicing Agreement, the developer was required to complete the construction of the sidewalks, curb and gutter and boulevard sodding on or before September 30, 1986 and to complete the fencing along Eglinton Avenue on or before August 31, 1985. It was not practical to conform to this deadline due to the volume of building construction which has occurred over the past two years.

The Engineering and Works Department has received a revised Schedule F-1 of the Servicing Agreement setting out the completion of the sidewalks, curb and gutter, boulevard sodding and the fencing along Eglinton Avenue on or before June 30, 1987.

The Letter of Credit presently valued at \$541,832.50 is sufficient to ensure that all remaining works will be completed in accordance with the new scheduled dates.

RECOMMENDATION:

That the City Clerk be authorized to incorporate the revised Schedule F-1 into the Servicing Agreement for Plan 43M-586, setting out a new completion date of June 30, 1987 for the construction of the sidewalks, curb and gutter, boulevard sodding and the fencing along Eglinton Avenue in the Lakeview Traders Subdivision (located south of Eglinton Avenue East and west of Highway #403).

B.06.586.02

Approved

See Recommendation OW-113-87 (S. Mahoney)

8. Report dated February 24, 1987, from the Commissioner of Engineering and Works with respect to a draw on the developer's securities for the repair of retaining walls in the Walden Spinney Development, Plan 43R-6545, Plan 43R-10837, located north of Lakeshore Road and east of Southdown Road.

Under the terms of the Development Agreements, the developer was required to complete certain landscaping works which included the construction of timber retaining walls adjacent to the east leg of Walden Circle at Lakeshore Road. Recent site inspections conducted have revealed that several timbers and tie backs have rotted causing structural integrity of the wall to be undermined. Letters dated November 14, 1986 and December 24, 1986 have been sent to the developer requesting that the required repairs to restore these retaining walls to a structurally sound condition. No response has been received to date.

RECOMMENDATION:

- (a) That with respect to The New Peel Development Corporation, Walden Spinney Subdivision, Plans 43R-6545 and 43R-10836, the Commissioner of Engineering and Works be authorized to engage an independent engineering consultant to determine the extent of repairs/reconstruction required to restore the existing retaining wall adjacent to the east leg of Walden Circle at Lakeshore Road to a structurally sound and certifiable condition.
- (b) That based on the findings of the consulting engineer pursuant to recommendation (a), the Commissioner of Engineering and Works submit a further report to the Operations and Works Committee recommending a proposal and a cost estimate for the required repairs to the retaining walls.
- (c) That all expenses incurred by the City pursuant to recommendations (a) and (b) be drawn from the developer's securities currently valued at \$549,520.00.

B.05.173.02

Approved

See Recommendation OW-114-87 (H. McCallion)

9.

Report dated March 3, 1987, from the Commissioner of Engineering and Works regarding a draw on the developer's securities for the completion of municipal works in the Phedora Industrial Subdivision, Plan 43R-5634, C.A. 'B' 42-53/77-M, located south of The Queen Elizabeth Way and west of Southdown Road.

In accordance with the requirements of Schedule 'E' of the Engineering Agreement for the subject development, the developer is required to construct certain storm sewer, sanitary sewer, watermain and roadworks to the satisfaction of the City and the Region. To date the developer has completed the required underground works and roadworks to base course of asphalt. Certain deficiencies are required to be rectified prior to the issuance of the final approvals for the underground works and an extensive list of repairs and placement of top course asphalt is required to complete the aboveground works.

In a letter dated December 19, 1986, this Department requested that the developer commit to the completion of the required repairs and remaining aboveground works on/or before the end of January, 1987; however, not response has been received to date.

RECOMMENDATION:

- (a) That with respect to Phedora Industrial Subdivision, Plan 43R-5634, C.A. 'B' 44-53/77-M, located south of The Queen Elizabeth Way and west of Southdown Road, the City Treasurer be directed to draw on the full value of the Letter of Credit (current value \$94,750.00) securing the Engineering Agreement and deposit these funds in the subdivision repairs account P.N. 17 111 86157.
- (b) That the Commissioner of Engineering and Works be authorized to complete the required repairs and outstanding municipal works in accordance with the requirements of the Engineering Agreement for Phedora Industrial subdivision, Plan 43R-5634, C.A. 'B' 44-54/77-M, utilizing funds drawn from the developers' Letters of Credit pursuant to recommendation (a).
- (c) That the Commissioner of Engineering and Works be authorized to retain the firm of F. J. Reinders and Associates, being the consulting engineers of record for Phedora Industrial Subdivision, to prepare cost estimates and supervise construction of the outstanding municipal works pursuant to recommendation (b).

B.08.01

Approved

See Recommendation OW-115-87 (S. Mahoney)

10.

Report dated March 2, 1987, from the Commissioner of Engineering and Works regarding requests for Allocations of Supplementary Subsidy for Traffic Control Signals and the Central Traffic Control System - 1987. The attached MR-A-15 and MR-A-16 Forms indicate both the proposed Traffic Control Signal Program and Central Traffic Control System expenditures for 1987. The total estimated costs for subsidizable expenditures on the traffic control signals is \$228,980.00 based on carry-overs from the 1986 program and for the new traffic control signalizations proposed for 1987. These figures include seven percent for overhead. The requested subsidy is \$114,990.00. The total estimated City of Mississauga expenditure in 1987 for the Central Traffic Control System is \$140,715.00 including seven percent overhead. The requested subsidy is \$70,357.00.

RECOMMENDATION:

- (a) That the attached MR-A-15 and MR-A-16 Forms requesting supplementary subsidy allocation (in the amount of \$114,490.00) for the installation of traffic control signals be approved for execution by the Mayor and Clerk and submitted in to the Ministry of Transportation and Communications.

- (b) That the attached MR-A-15 and MR-A-16 Forms requesting supplementary subsidy (in the amount of \$70,357.00) for the Central Traffic Control System be approved for execution by the Mayor and Clerk and submitted to the Ministry of Transportation and Communications.

A.02.03.02.07
J.05.86043

Approved

See Recommendation OW-116-87 (S. Mahoney)

11. Report dated October 2, 1987, from the Commissioner of Engineering and Works in response to proposed street names by Councillor Taylor to be added to the City Reserve List: Greenwich Park and Langton Green.

The submission was reviewed by the Street Names Committee and not approved as Greenwich Park conflicts with an existing street in Brampton and Langton Green would be confused with Langston Drive an existing street in Brampton.

This report was considered by the Committee on October 29, 1986, and deferred pending clarification from the Region of Peel Street Names Committee whether implementation of the 911 Emergency System will permit duplicate or similar street names to be approved.

The Street Names Committee reviewed the matter in detail and advised that the 911 System will not enable the use of duplicate street names.

RECOMMENDATION:

That Greenwich Park and Langton Green not be added to the City of Mississauga Street Names Reserve List.

F.02.07

Approved

See Recommendation OW-117-87 (S. Mahoney)

12. Report dated February 5, 1987, from the Commissioner of Engineering and Works regarding proposed street names for First City Developments.

The following recommendation was adopted by the Operations and Works Committee on February 18, 1987, and approved by Council on February 23, 1987:

That the following street names be approved for First City Developments Plan of Subdivision T-86048:

Columbine Prairie Grosshill Saltmarsh Grossbeak
Sundew Water Lily Lady Slipper.

Due to a typographic error, Grosshill was approved instead of Crossbill.

RECOMMENDATION:

That Crossbill be approved as a street name for First City Developments in Plan of Subdivision T-86048.

T-86048
F.02.07

Approved

See Recommendation OW-118-87 (S. Mahoney)

13. Report dated February 26, 1987, from the Commissioner of Engineering and Works in response to a request from The Erin Mills Development that Monkswood Trail be renamed Bay Villa Avenue. Erin Mills Development Corporation has requested this change on behalf of the Daniels Group who are developing two blocks of land adjacent to Monkswood Trail. The Daniels Group have agreed to assume any costs involved in this name change.

The request was reviewed by the Region of Peel Street Names Committee at their meeting of February 4, 1987 and approved.

RECOMMENDATION:

That Monkswood Trail be renamed Bay Villa Avenue and that the street be double signed for six months and that all associated costs for this street name change be charged to the Daniels Group.

B.06.681.02

Approved

See Recommendation OW-119-87 (S. Mahoney)

14. Report dated February 25, 1987, from the City Solicitor regarding an application for building permit by The Regional Municipality of Peel for a standby diesel generating station for the purpose of generating emergency power for pumps being part of the sanitary sewer system during times of power failure. The Region is unable to obtain a building permit for these works until such time as Council has enacted a by-law under paragraph 112 of Section 210 of the Municipal Act, R.S.O. 1980, c. 302, authorizing the works.

The Property Section of the Clerk's Department advises that it is in order to proceed to allow the construction of these works at this location as proposed. The portion of the highway involved is the "stop end" of Silverbirch Trail which is therefore not used for through traffic.

RECOMMENDATION:

That a by-law be enacted under paragraph 112 of Section 210 of the Municipal Act, R.S.O. 1980, c. 302, authorizing the construction of the standby diesel power generating station by The Regional Municipality of Peel as proposed in the Region's application for a building permit.

E.02.02.02.01

Approved

See Recommendation OW-120-87 (T. Southorn)

Mayor H. McCallion declared a conflict of interest with respect to the following by virtue of proximity of the subject lands with lands owned jointly with her husband of the property municipally known as 1560 Britannia Road West, which is their place of residence:

15. Report dated February 23, 1987, from the City Clerk in response to a request from Hydro Mississauga for a permanent easement for electrical distribution facility over parkland west of Durie Road.

The request has been reviewed by the Recreation and Parks Department and approved.

RECOMMENDATION:

That a by-law be enacted to authorize execution of a Transfer of Easement in favour of Hydro Mississauga over Parts of Block 233, Registered Plan 43M-642 and Block 47, Registered Plan 43M-703, Parts 2, 3 and 8 on Plan 43R-14052 (City parkland west of Durie Road).

B.06.642.06

Approved

See Recommendation OW-121-87 (T. Southorn)

16. Report dated March 10, 1987, from the Commissioner of Engineering and Works regarding the 1987 Credit Valley Conservation Authority Special Levy Projects Budget which have been submitted for the City's concurrence to be designated the benefitting municipality for cost sharing purposes. The projects are listed in the report and have been reviewed by Engineering and Works and Recreation and parks Staff.

RECOMMENDATION:

- (a) That the City of Mississauga advise the Credit Valley Conservation Authority and the Region of Peel that the City agrees to be designated the cost sharing area for those special project items 1 through 13 included in the report dated March 10, 1987, from the Commissioner of Engineering and Works.
- (b) That the Credit Valley Conservation Authority be requested to move up the planned study of the Credit River watershed to examine the impact of existing and planned development on the Credit River to 1987.
- (c) That the Credit Valley Conservation Authority and the Ministry of Natural Resources be requested to review the cap on their financial participation in Item 8 - Wolfedale Creek on the basis that normal Ministry subsidy of 55% be applied to the \$147,000.00 in funding outstanding.
- (d) That the Credit Valley Conservation Authority and the Ministry of Natural Resources be requested to establish separate funding allocation in future for shoreline protection works in Mississauga and seek Federal funding for same.

A.02.05.03.06

Approved

See Recommendation OW-122-87 (S. Mahoney)

17.

Report dated March 3, 1987, from the Commissioner of Engineering and Works providing information on the curbside recycling program from June 1 to December 31, 1986, and January 1 to January 31, 1987.

RECOMMENDATION:

That the report dated March 3, 1987, from the Commissioner of Engineering and Works providing information on the curbside recycling program to date be received for information.

Councillor D. Culham enquired if the percentage for December 1986 should not be 15%. The Commissioner of Engineering & Works advised that the percentage for December is really around 11-1/2% and if Committee so wished, an amended report would be available for the Council meeting on March 30, 1987. The Councillor also requested clarification as to fine grade paper recycling and that perhaps a new contract is needed. Mr. Taylor advised that this ties into the entire problem of the environment and that staff will report on this issue in a month's time.

Councillor Culham requested that staff of the Public Affairs Department make a presentation with respect to the recycling issue as it relates to population. Mr. Taylor advised that a presentation has been scheduled for the April 22nd Operations & Works Committee meeting.

F.05.04.05

Deferred

Council March 30, 1987 (D. Culham)

18.

Report dated March 4, 1987, from the Commissioner of Engineering and Works regarding the assumption of the municipal services constructed by Ventro Construction Limited, Plan 43M-482, located north of Burnhamthorpe Road East and east of Tomken Road. As far as the Engineering and Works Department is concerned, the developer has complied with all the requirements of the Servicing Agreement for the installation of municipal services.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal services as constructed by Ventro Construction Limited under the terms of the Servicing Agreement for Plan 43M-482, located north of Burnhamthorpe Road East and east of Tomken Road.
- (b) That the Commissioner of Finance and Treasury be authorized to release the Letter of Credit for Plan 43M-482, currently valued at \$139,950.61.
- (c) That a by-law be enacted establishing the road allowance within Plan 43M-482, as a public highway and part of the municipal system of the City of Mississauga.

B.06.482.02

Approved

See Recommendation OW-123-87 (T. Southorn)

19.

Report dated February 27, 1987, from the Commissioner of Engineering and Works responding to a petition submitted by Robert and Sylvia Waller, 4280 Sawmill Valley Drive, concerning a proposed parking prohibition on Sawmill Valley Drive, north of Folkway Drive.

This petition was submitted in response to a letter of information to the thirty-one affected residents by the Engineering Department on October 7, 1986. The concerns of the residents in opposition have been reviewed and there are no reasons which would cause us to alter the original proposal to prohibit parking around the curves.

The Engineering Department had received complaints from area residents concerned about accessibility to their area of the subdivision through this "S" curve area which is continually restricted by parked vehicles on both sides of Sawmill Valley Drive around these curves. The Engineering Department reviewed this area and found that within this section of Sawmill Valley Drive there are two ninety degree curves, back-to-back. When parking occurs around these curves and on both sides of the street between them, through traffic is very restricted. This is an unsafe and undesirable situation for the neighbourhood as this is the main access into the subdivision. Further, it has been determined that when on-street parking occurs, most vehicles are parked illegally, encroaching upon residential driveways. Therefore, to reduce congestion and ensure two-way unobstructed traffic flow, the Engineering Department suggests restricting parking around the curves, both sides, and between the curves on the south and west sides of Sawmill Valley Drive.

This prohibition will not greatly interfere with the day to day life of these residents, but improve the level of safety for pedestrians and traffic in the entire neighbourhood. Sawmill Valley Drive services approximately 150 residences. Most residents in the affected area have 200% on-site parking and some 300% or even 400% which should be quite sufficient. Parking for visitors or extra vehicles is available for a maximum of 3 hours, on the west side of Sawmill Valley Drive, north of the curves, parallel to Erin Mills Parkway. This is only a short walk away and a minor inconvenience for the interest of safety.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize no parking anytime prohibition on Sawmill Valley Drive as follows:

- (a) From a point 45 metres (147 ft.) north of Folkway Drive and a point 66 metres (221 ft.) north-westerly thereof, east and north side.
- (b) From a point 144 metres (472 ft.) north of Folkway Drive and a point 45 metres (147 ft.) north-westerly thereof, north and east side.
- (c) Between Folkway Drive and a point 190 metres (623 ft.) north-westerly thereof, south and west side.

F.06.04.02

Approved

See Recommendation OW-124-87 (S. Mahoney)

20.

Report dated March 4, 1987, from the Commissioner of Engineering and Works regarding extended parking on Bow River Crescent. A number of complaints have been submitted through Councillor Southorn's office concerning the extended parking on the north side of the north leg of Bow River Crescent.

The problems arise when vehicles are parked on the south side of this roadway opposite the extended parking area. This obstructs the flow of through traffic and has caused problems for residents reversing from their driveways. This is apparently most critical at address numbers 9, 11, 13 and 15 due to driveway sloping.

In this regard, prohibiting parking along the south side of the roadway opposite the extended parking area and on the north side opposite number 9 through 15 has been requested.

This Department would not object to this request, however the north side prohibition within the extended parking area will result in the loss of about 4 - 5 spaces. This may create additional problems since it has been determined that an on-site parking problem does exist.

Based on a review of the area, it appears that there is ample space available for reversing from the south side driveways provided the south side of the roadway is kept clear of parked vehicles. A problem was observed involving the vehicles parked opposite these driveways. Therefore, it is recommended that a prohibition be installed on the south side only, opposite the extended parking, and that a further review be completed after sign installation. Should a problem continue to be present further action in terms of a prohibition opposite numbers 9 through 15 will be undertaken.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the installation of a parking prohibition on the south side of the north leg of Bow River Crescent between Falconer Drive and a point 140 metres (460 feet) westerly.

F.06.04.02

Approved

See Recommendation OW-125-87 (T. Southorn)

21.

Report dated February 27, 1987, from the Commissioner of Engineering and Works regarding the intersection at Mississauga Valley Boulevard and Arista Way. Councillor L. Taylor requested that this department review the traffic conditions on Mississauga Valley Boulevard in the vicinity of Arista Way. Concerns had been expressed with respect to the speed of vehicles on Mississauga Valley Boulevard, and the request had been for an all-way stop at the intersection of Mississauga Valley Boulevard and Arista Way.

This department reviewed the area and found that the 85th percentile speeds on Mississauga Valley Boulevard in this area were 55.0 km/hr in the a.m. peak and 53.8 km/hr in the p.m. peak. While the speed limit on this section of Mississauga Valley Boulevard is 40 km, the above noted results were consistent with what would be expected in the 50 km speed zone. We would note that there is no school frontages in this area of 40 km zone and that the 40 km zone was installed many years ago. Our current practice is to install 40 km speed zones only in the immediate vicinity of school areas so as to enforce the need for the 40 km speeds from the driver's perspective.

An all-way stop study was conducted at the intersection of Mississauga Valley Boulevard and Arista Way with the following results:

Part A. Volume from all approaches 296%
Part B. Minor Street Volume 113%

Since both values exceed 100% the all-way stop was found to be warranted based on the intersection volumes.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the installation of an all-way stop at the intersection of Mississauga Valley Boulevard and Arista Way as the warrants are met.

F.06.04.02

Approved

See Recommendation OW-126-87 (S. Mahoney)

22.

Report dated February 27, 1987, from the Commissioner of Engineering and Works regarding the Hull Street Parking Lot. In conjunction with the previous 1983 reconstruction of the Malton "Four Corners", at the request of Councillor McKechnie, the Hull Street Municipal parking lot was deleted from Schedule 6 of By-law 444-79, as amended. It was also requested that the lot remain as such until such time that complaints were received and the lot would then be reinstated.

A petition from the merchants of the Hull Street Village Plaza, (the plaza joins directly at the rear with the Hull Street lot) has been received requesting a three hour maximum parking limit within the Hull Street lot.

This department supports this proposal since the 3-hour maximum would encourage a more frequent turnover and would allow for the expedient removal of derelict and unlicensed vehicles. The Parking Control Division has recently experienced difficulty in removing these unlicensed vehicles since the lot was neither listed in the by-law nor signed on site.

A standard Municipal parking lot sign indicating 3-hour maximum parking at no charge will be installed upon enactment of this by-law.

RECOMMENDATION:

That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to amend Schedule 6 to reinstate the Hull Street Lot as a Municipal parking lot.

F.06.04.02

Approved

See Recommendation OW-127-87 (D. Cook)

23. Report dated March 10, 1987, from the Commissioner of Engineering and Works regarding an petition from area residents expressing a concern about the heavy volumes of traffic on Darcel Avenue, during peak hours, which cause delays turning left out of Chigwel Court.

Manual turning movement counts were conducted on October 3, 1986 at Chigwel Court and Darcel Avenue, east intersection, (based on larger side street volumes being available at a four-way intersection). The results of the all-way stop warrant calculations, derived from the a.m. plus p.m. peak hours, averaged, are as follows:

Part 'A'	Volume from all approaches	-	112%
Part 'B'	Minor street volumes	-	27%

As you are aware, both parts 'A' and 'B' individually, must equal or exceed 100% in order for all-way stop warrants to be satisfied. The accident reports have also been reviewed at this location and found no severe or recurring problem since our records began in 1979. Therefore based on this study that all-way stop warrants are not satisfied under Part 'A' volume, Part 'B' volume split, or accidents.

The residents of Chigwel Court have stated that they are experiencing side street delay. The results of this study do not reflect any serious delay, in fact volumes on Darcel Avenue over the peak hours averaged less than four (4) vehicles per minute or one vehicle every fifteen (15) seconds. These results definitely do not warrant an all-way stop due to severe delay.

Vehicle speeds were also checked on Darcel Avenue in the a.m. and p.m. peak hours and 85th %ile speeds of 55 km/h and 53 km/h, respectively, were calculated in this 50 km/h speed zone. These results do not warrant Police enforcement.

The Engineering Department, based on these study results, does not recommend the installation of an all-way stop or feel that any other traffic control measures are needed at Chigwel Court and Darcel Avenue at this time.

RECOMMENDATION:

That an all-way stop not be installed at Chigwel Court and Darcel Avenue as warrants have not been satisfied under Part 'A' volume, Part 'B' volume split, or accidents.

F.06.04.02

Approved

See Recommendation OW-128-87 (S. Mahoney)

24.

Report dated March 15, 1987, from the Commissioner of Engineering and Works regarding a number of complaints which have been received through Councillor Culham's office concerning parked vehicles on the south leg of Ballyclare Drive west of The Credit Woodlands.

The problem is generated from the condominium complex at the north-east corner of Dundas Street and The Credit Woodlands. Due to previous problems, parking has been prohibited on The Credit Woodlands between Dundas and O'Hagan Drive and for 15 metres (50 ft.) each side of the south leg of Ballyclare Drive. Apparently vehicles are parked west of the limits on Ballyclare Drive requiring an extension of these limits.

Councillor Culham has requested the extension of these limits westerly to a point just east of the road curve in Ballyclare Drive. In view of the frequency of the problem, it is requested that "Tow Away Zone" signs also be erected in conjunction with the extension of the limits of the parking prohibition. These signs are present throughout the general area although in accordance with the by-law, are not technically required for tagging and towing purposes.

RECOMMENDATION:

- (a) That a by-law be enacted to amend Traffic By-law No. 444-79, as amended, to authorize the installation of prohibitive parking anytime signs on the north side of the south leg of Ballyclare Drive between The Credit Woodlands and a point 65 metres (213 ft.) westerly, and on the south side between The Credit Woodlands and a point 50 metres (164 ft.) westerly.
- (b) That 'Tow Away Zone' signs be installed on both sides of the south leg of Ballyclare Drive immediately west of The Credit Woodlands.

F.06.04.02

Approved

See Recommendation OW-129-87 (S. Mahoney)

25.

Report dated March 15, 1987, from the Commissioner of Engineering and Works regarding the Sixth Annual St. Andrew's 10k Classic Road Race and a request for permission to restrict traffic on Lakeshore Road and to close a portion of Stavebank Road for the purpose of holding the sixth annual 10k road race.

Stavebank Road will necessitate a closure between Lakeshore Road and Park Street on Saturday, June 20, 1987 between 7:30 a.m. and 10:00 a.m. while Lakeshore Road will be restricted to two lanes of traffic between 8:00 a.m. and 10:00 a.m.

The race route, identical to last year's, will commence on Stavebank Road opposite St. Andrew's Church, head south to Lakeshore Road, west to Lorne Park Road, back east on Lakeshore Road to Shaw Street returning to Stavebank Road and the Church area.

Due to the high volume of participants it is expected that traffic on Lakeshore Road at Stavebank Road will be interrupted for approximately 3-5 minutes, under the control of the Peel Regional Police.

Again this year, in order to minimize traffic delays during the race, the race will utilize the two south side lanes of Lakeshore Road while two-way traffic is maintained within the two north side lanes. All traffic control will be handled by the Police, while the placement of fluorescent traffic cones will be handled by the race committee under Police supervision.

Mississauga Transit have been contacted and advise that they have no concerns.

The Port Credit Business Association and the merchants of Stavebank Road have approved of the race route and closure. Permission is being requested to use the Port Credit Library parking lot during the event.

The Engineering Department will erect advance notification signs advising of the road restriction and closure, and will also supply a small number of portable 'Emergency No Parking' signs for use at the race start and finish area. These will be placed by the applicant after 6:00 p.m., Friday, June 19, 1987.

This Department and the Peel Regional Police have no objections to this race proposal, subject to the usual conditions for special events being satisfied.

RECOMMENDATION:

- (a) That the St. Andrew's Race Committee be granted permission to hold the sixth annual road race along the above route and close Stavebank Road between Lakeshore Road and Park Street during the hours of 7:30 a.m. and 10:00 a.m. on Saturday, June 20, 1987 subject to the following conditions:

- (i) That a road closure and restriction permit be completed with the Engineering and Works Department at least five days prior to the event.
 - (ii) That proof of liability insurance in the amount of two million dollars be submitted at the time of the completion of the permits.
 - (iii) That all race marshalling, cone placement and traffic control be under the control and supervision of the Peel Regional Police.
 - (iv) That any works undertaken by the Engineering Department other than the advance signs and 'Emergency No Parking' signs be at the expense of the applicant.
- (b) That a by-law be enacted to authorize the temporary closure of Stavebank Road from 7:30 a.m. to 10:00 a.m. on Saturday, June 20, 1987, for the St. Andrew's 10k Classic Race.

F.06.04.02

Approved

See Recommendation OW-130-87 (D. Cook)

26.

Report dated March 5, 1987, from the Commissioner of Engineering and Works regarding the following proposed street names for Fuscom Subdivision and Lynn Marsh Construction Subdivision:

- (a) Common street names for roads linking both Plans T-86017 and T-86018.
Andiron Mews Cider Down Way Country Manor Way
Gladebrook Square Stonemill Square
- (b) Fuscom Subdivision 21T-86017M
Chicory Square Meadowlark Drive Crosswinds Drive
Millrose Crescent Fuscana Mews Old Country Lane
High Plains Drive Springwater Crescent
Homestead Lane White Clover Way Willow Creek Corners
- (c) Lynn Marsh Construction, 21T-86018M
Crosscreek Goldenrod Grassland Crescent
Lynn-Marsh Crescent Prairie Oyster
Stargazer Summerbreeze Trailmaster

This Submission was reviewed by the Region of Peel Street Names Committee at their meeting of March 4, 1987.

RECOMMENDATION:

That the following names be approved as street names for the Fuscom Subdivision T-86017 and the Lynn Marsh Development T-86018 located west of Mavis Road and south of Eglinton Avenue West:

- (a) Common street names for roads linking both Plans T-86017 and T-86018:

Andiron Mews Gladebrook Square Stonemill Square

- (b) Fuscom Subdivision T-86017

Crosswinds Drive Springwater Crescent
White Clover Way Willow Creek (delete "Corners")

- (c) Lynn Marsh Construction T-86018

Crosscreek Goldenrod Grassland Crescent
Stargazer Summerbreeze
Trailmaster

Councillor D. Culham expressed concern with the proposed names in the Fuscom Subdivision and requested staff to meet with him prior to the next Operations & Works Committee meeting with respect to same.

T-86017
T-86018
F.02.07

Deferred

Operations & Works Committee Meeting - April 1, 1987 (D. Culham)

27.

Report dated March 5, 1987, from the Commissioner of Engineering and Works regarding proposed use of "Credit Mills Road" as a street names for Erin Mills Neighbourhood 202/203. The submission as reviewed by the Region of Peel Street Names Committee and rejected because of the numerous street names commencing with the word "Credit".

RECOMMENDATION:

That Credit Mills Road be rejected as a street name for Proposed Plan of Subdivision T-85039, Erin Mills Neighbourhood 202/203, located north of Eglinton Avenue West and west of Mississauga Road.

T-85039
F.02.07

Approved

See Recommendation OW-131-87 (T. Southorn)

28. Report dated March 4, 1987, from the Commissioner of Engineering and Works and City Solicitor regarding a clerical error in Section 8 of By-law 876-83 regulating the posting of portable signs. The clerical error relates to the wording of the penalty section. The section as currently set out in the By-law provides that:

"Any person who contravenes any provision of this by-law is guilty of an offence and liable on conviction to a fine of \$2,000 exclusive of costs or to imprisonment for a term of 21 days or to both."

Under the Municipal Act the maximum penalty which can be imposed is \$2,000 and it is usual for the penalty section to indicate that the fine is to be of "not more than" \$2,000. All actions which have been taken by the courts under this section have interpreted it as if it read not more than \$2,000. A by-law to amend the penalty section has been prepared.

RECOMMENDATION:

That a by-law be enacted to amended Section 8 of By-law 876-83 being a by-law to regulate the posting of portable signs to correct a clerical error contained in the penalty section.

L.09.03.01

Approved

See Recommendation OW-132-87 (T. Southorn)

29. Report dated March 6, 1987, from the City Solicitor regarding the by-law to prohibit the sounding of engine whistles at various crossings at the CPR railroad tracks. On February 12, 1987, the Railway Transport Committee issued an Order which officially prohibits the sounding of engine whistles under The Railway Act at the locations referred to in the City's by-law.

RECOMMENDATION:

That the report dated March 6, 1987, from the City Solicitor advising that the Railway Transport Committee issued Order No. R-40315 officially prohibiting the sounding of train whistles at various locations in the City of Mississauga.

Councillor S. Mahoney enquired as to how this affects the crossing off Creditview Road (Zaichuk property) and requested staff to investigate and report back to Committee as to the status of this crossing.

D.02.03

Approved

See Recommendation OW-133-87 (S. Mahoney)

Mayor H. McCallion declared a conflict of interest with respect to the following by virtue of proximity of the subject lands with lands owned jointly with her husband of the property municipally known as 1560 Britannia Road West, which is their place of residence:

30. Report dated March 3, 1987, from the City Clerk regarding an abandonment and release of a permanent easement to Markborough Properties Limited on Rundle Court. The City acquired a permanent 10 foot wide storm sewer easement affecting Block 236 and a development proposal has been made for the Block which would be in conflict with part of this easement. To resolve the conflict Markborough has requested the City to abandon 6.5 feet of the easement and in turn the developer will substitute a 6.5 feet immediately east which would restore the full capacity of the easement. The Engineering Department has reviewed the proposal and are in favour of the partial abandonment and realignment.

RECOMMENDATION:

That a by-law be enacted to authorize execution of a partial release and abandonment of a municipal storm sewer easement on Rundle Court (Instrument 612233 described as Part 3 on Plan 43R-14160 - Markborough Properties Limited).

B.06.642.02

Approved

See Recommendation OW-134-87 (S. Mahoney)

31. Letter dated February 17, 1987, from the Ministry of the Environment announcing a Program for Rehabilitation of Sewage Collection and Water Distribution Systems.

This program has been reviewed by Staff and it is recommended that it be referred to the Region of Peel.

RECOMMENDATION:

That the letter dated February 17, 1987, from the Ministry of the Environment announcing a Program for Rehabilitation of Sewage Collection and Water Distribution Systems be forwarded to the Region of Peel for attention.

A.02.03.03.01

Approved

See Recommendation OW-135-87 (S. Mahoney)

March 23, 1987

32.

Report dated March 25, 1987, from the Commissioner of Planning and Building in response to a request by Tenure Investments Limited that the City waive its policy requiring underground electrical circuits for Blocks 5 and 6 on Draft Plan T-86029 (lands located at the northeast corner of Derry Road East/Dixie Road).

Existing City policy requires that all electrical circuits, including streetlighting, in industrial developments for which site development plan is required, be placed underground. The effect of this policy is to require underground circuits along all major roads within the City. Blocks 5 and 6 on the plan, are to be zoned M1 and front on a major road, Derry Road East.

Notwithstanding that most major roads in the City already have overhead wiring, it should be a City objective to eventually eliminate such wiring and to immediately prevent the erection of any new overhead facilities. Approval of this developer's request would result in a precedent for future requests of this nature which if granted would endanger that objective. In addition, the subject property is located at the intersection of two major Regional roads (Derry Road and Dixie Road). If this request is approved, overhead wiring would be at a prominent high-visibility intersection and set a precedent for the treatment of the other three corners of this intersection.

In the recent past this policy has been relaxed only in exceptional cases. An example of such a case, which was mentioned by Mr. Kizoff in his deputation, is along Drew Road in the Orlando subdivision to the north (T-81040) (see attached map). In this case, relief from this requirement was granted since, although Drew Road had been upgraded to major road status, the existing Drew Road to the east, which was constructed prior to the upgrading, already had overhead electrical facilities. Although approval of overhead wiring to continue that existing pattern for a short distance to Dixie Road was granted, it falls well short of a valid precedent for granting the current request.

A more comprehensive report on hydro servicing in industrial areas, with historical background, cost comparisons, photo documentation, etc., could be prepared, given sufficient time for the necessary research. This has not been undertaken, because it is understood that delay would be of concern to the applicant. Further, it is not expected that it would result in a different conclusion.

RECOMMENDATION

That the request by Tenure Investments Limited to waive the policy of restricting overhead wiring in new industrial subdivisions, as it affects draft plan T-86029, be refused.

Mr. George Kizoff, Tenure Investments Limited, advised that this would be the only subdivision in the Derry/Drew Road area that would have underground wiring. He referred to the staff report wherein it states that underground circuits are required along all major roads within the City. Mr. Kizoff advised that this development is at least 1,500 feet back from the intersection with a large open space at the northeast corner.

Mayor H. McCallion moved the staff recommendation and requested a report from staff addressing the policy of overhead versus underground wiring and the inconsistency throughout the City.

See DEPUTATIONS (B).

T-86029

Approved

See Recommendation OW-136-87 (H. McCallion)

Recommendations: As per Report 5-87

Adjournment: 3:40 p.m.